Win a Weekend on a Classic Yacht! See p.19

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PERINI NAVI 56M 54

Yachting

APRIL 2012
VOL. 211
NO. 04

The Boats


34
SABRE 54FB

<On the cover, **THE SABRE 54FB** photographed by Billy Black. A patient and experienced yachtsman finds it's worth waiting for what he *really* wants. **MONDO MARINE 45M** At first glance this may look like a typical, built-for-action expedition yacht, but beneath her businesslike exterior is a vessel that embodies high Italian style. **PALM BEACH 55** This downeaster from Down Under embraces the elements of a sophisticated cruiser — class, style and luxury — in a high-performance, seaworthy package. **NORDHAVN 63** Born on a drafting table at the request of one customer, the new Nordhavn 63 can take cruisers where her inspiration, the classic Nordhavn 62, simply can't. **PERINI NAVI 56M** *Fidelis*, the 10th hull in Perini Navi's 56-meter series, is a luxurious yacht that doesn't skimp on performance.

Technology

34TH AMERICA'S CUP 44 >

The 34th America's Cup will showcase some of the most advanced technology ever used in sailboat racing. Electronics editor Ben Ellison gives us a preview.



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– Chris Fertig, Team Statement
Bermuda Challenge participant

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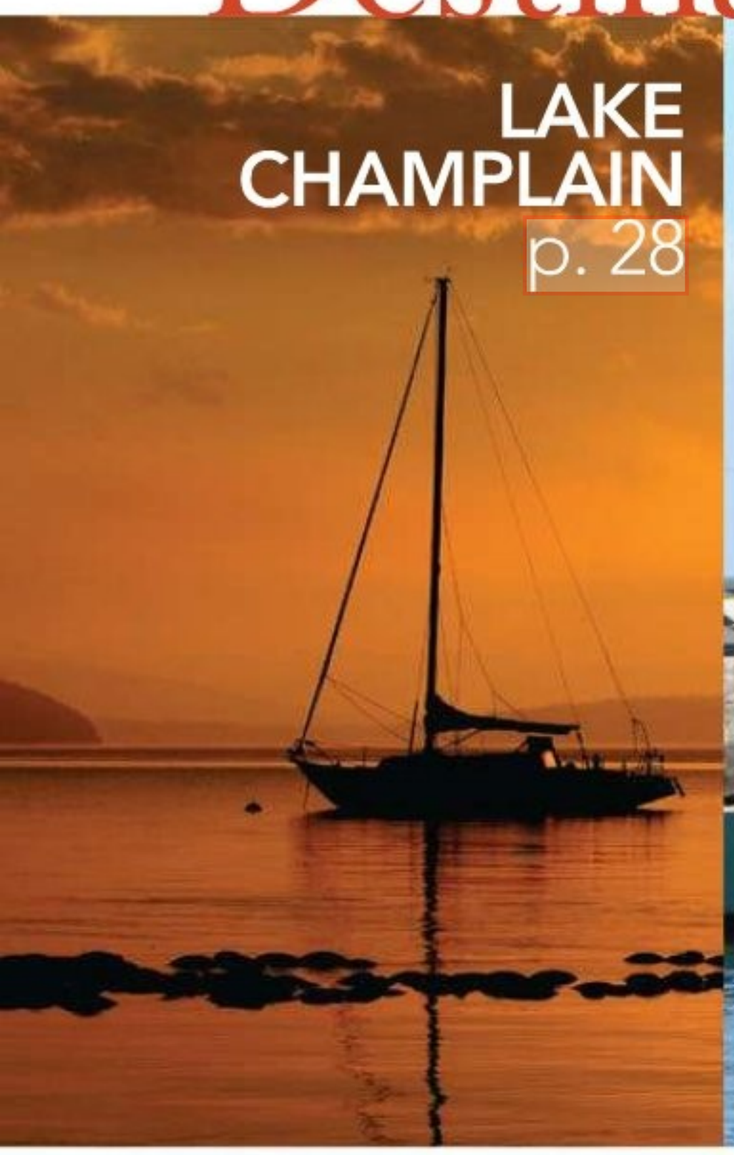
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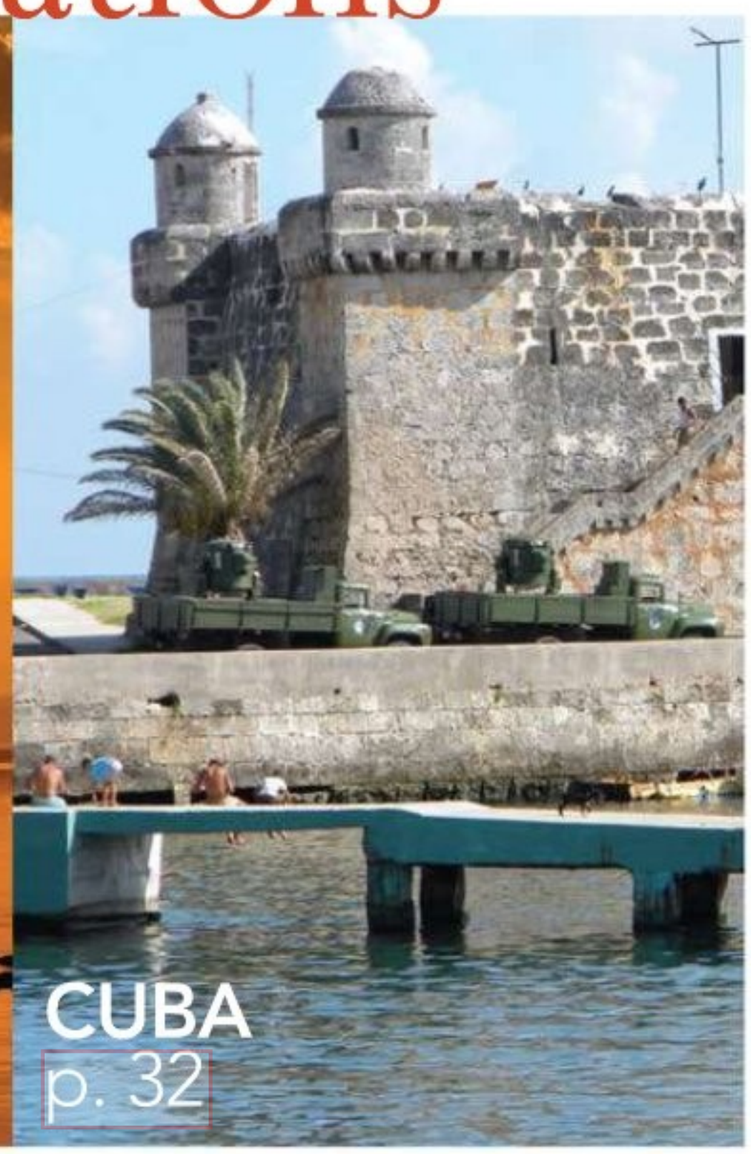
SAVING THE *DAVID B*

In an excerpt from *More Faster Backwards: Rebuilding the David B*, we get a glimpse of the dedicated hard work, personal passion and commitment it took for one young couple to save a wooden beauty.



Destinations





Opinions & Blowhards

"As the sun sank lower I noted that the tide was taking us in the wrong direction — away from the bar." p. 136

EDITOR'S LETTER 10
Good news from the Miami Boat Show.

POWER PLAY 20
Advanced technology makes things easy, but it's no excuse for failing to learn basic skills.

TELLTALES 136
An afternoon sail with good friends, cold beer and ... no wind.

The Nuts and Bolts 63

NAVIONICS read us on NAVIONICS







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While VHF radios have been a staple of the marine industry for more than half a century, today's VHFs offer much more than their antiquated counterparts.

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The latest in onboard navigation, safety and communication devices.

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SHIPSHAPE
Understanding the numbers on an electronically governed diesel engine is essential for healthy running.

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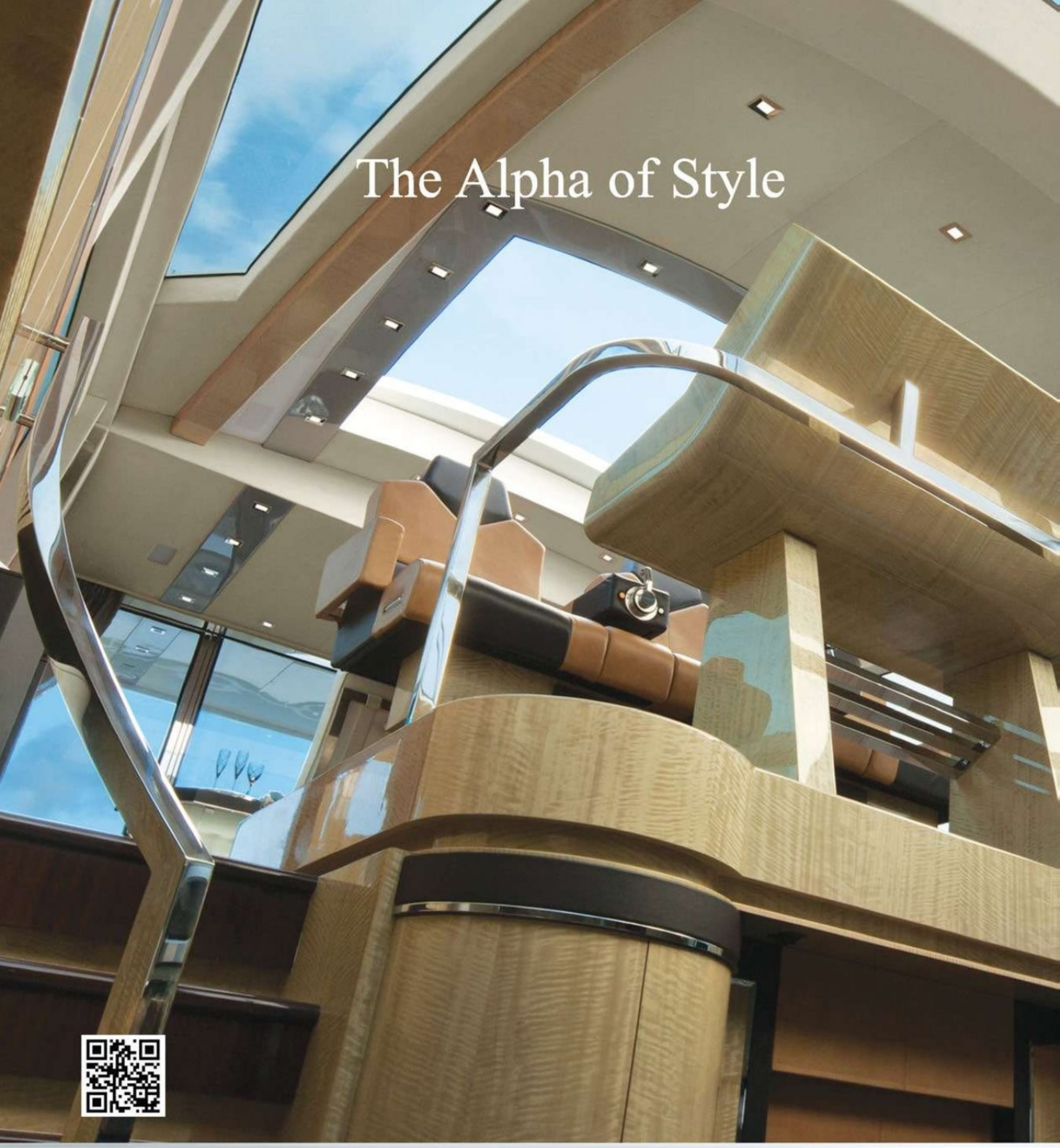
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BY BOB BAUER

Industry Optimism, for Real

As this magazine's publisher, and a passionate boater myself, I thought this was a good time to make a guest appearance in this spot. I wanted to pass on a little "inside information" and share some happy news that may not have reached you yet. After four long years, our industry seems to be improving — for real!

Of course, you read YACHTING for its award-winning features, boat reviews and columns, but the "business" of boating affects us all. If you enjoy our sport, you've probably bought a boat, sold one, or may even have had the (ahem!) pleasure of maintaining one. So, the overall health of our industry has an impact on even the most casual of yachtsmen.

As I write this, we've all just returned from the Miami International Boat Show, where, for the first time in a long while, there seemed to be a genuine sense of optimism and enthusiasm on the docks. The many manufacturers at the show were indeed a lot happier, partly because they were all in sunny Miami and it was a lovely 75 degrees (tough to argue with that), but mostly because they are seeing a significant increase in positive interest and energy from visitors and, yes, viable customers.

In addition to the palpable mood swing on the docks, there was also the noticeable appearance of fewer demo models in the water than in previous years. While there was a wide range of fantastic brokerage boats, as always, many of the builders were borrowing recently built boats from new owners to show off their latest models. As production builders have tightened their belts to weather the rough economy, so have boaters, and demand — and therefore production — has dropped. The upshot is that production builders, for the moment, are responding almost like custom builders. What does this mean to you? It means that if your short-range plan calls for buying a new boat, now might be the time to speak to the builder of your choice — otherwise, as hard as it is to believe, you could find yourself waiting.

Of course, it will be a while before we get the final numbers attesting to the ultimate success of the Miami show. But I can tell you that boats are being sold, confidence and optimism are higher and the industry seems finally to be rebounding. The global economic storm has created some rough seas over the past four years, and though the skies may not yet be solid blue and sunny, and our industry — like many others — may never return to its boom, pre-2007 levels, we seem to be on the backside of this front and headed for smoother water.

One thing that we've all witnessed is for sure: Yachtsmen will always find a way to be out on the water. And whether it's on a new boat, one a few years old or a classic with many miles under her hull, YACHTING magazine will be there to help fuel the passion of our readers. ❑

Bob Bauer

bob.bauer@yachtingmagazine.com

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THE SIMPLE LIFE



I just read your editorial somewhat belatedly, on simplicity and its benefits ["The Power of Simplicity," Editor's Letter, February 2012]. You asked for feedback, so here we go. I am a firm believer in keeping things simple — I grew up in the pre-electronic age. However, I recognize the advantages of modern technology, as evidenced simply by this e-mail to you. When I started school in south Louisiana in 1937, we didn't have electric lights, and typewriters were unheard-of.

So, here I am, an 80-year-old boater and self-taught typist, sending you e-mail. Times have really changed! But, back to the subject of your article — simplicity in boats. I own and still use my latest boat, a 41-foot, 1966 Hatteras Aft-Cabin. We purchased the boat used in 1978 in St. Petersburg [Florida] and have kept it in original condition and well maintained. It has the original Detroit 8-53 engines, naturally aspirated. We do have an upgraded generator, a 7.5 Onan, and newer air-conditioner compressors (since we are in south Louisiana and good AC is a must). Otherwise, our only concessions to modern electronics are an electronic log/speed/depth gauge and a 10-inch chart plotter. We do have a second depth indicator, because local waters in south Louisiana are very shallow. Prior to the chart plotter, all navigation was done from paper charts, which are still used as backup. We have no autopilot, radar, windlass, bow thruster, AIS, etc. We do have a good VHF radio, and use it properly to navigate. We have been from St. Petersburg to Corpus Christi [Texas], and up the Ten-Tom to Kentucky Lake, from our home port of Lake Charles. I have been boating for 75 years, starting with a pirogue in the marshes of south Louisiana. I was a seamanship instructor in our local Power Squadron for many years, and always stressed the simple basics of boat handling to my students. I think they all benefited from this approach. We enjoy your articles and the entire magazine and are longtime subscribers. Keep up the good work, and happy sailing!

Ben Garber
Lake Charles, Louisiana

SIMPLIFY, SIMPLIFY

I certainly enjoyed your article "The Power of Simplicity" [Editor's Letter, February 2012]. It applies to boats, homes, vacations and even personal style! Thanks for the nice reminder.

Chris Hotze
Houston, Texas

POWERFUL QUESTION

On my Rinker 342, I have a Kohler 5 kW generator with a 25-amp breaker on the generator (not at the distribution panel). This amperage is frequently exceeded if the AC is running and someone wants a hot shower. Resetting involves getting down into the engine space. I should be able to use a 40-amp breaker safely. Is there any reason not to install a 40-amp breaker? And as an aside, why don't boat manufacturers look at current draw for a typical day of use and adjust the electrical equipment accordingly?

George Arrowood
Charlotte, North Carolina

Mr. Arrowood,
If the generator is putting out only 110/120-volt current, your calculation is correct, but more likely it is delivering 220/240 volts to the breaker panel, so the 25-amp breaker is about right. Rinker would have sized the panel and other components downstream from the main breaker for that amperage, so any replacement with a larger amperage breaker would be clearly dangerous. Have a qualified electrical technician check your system, because breakers have been known to deteriorate. If things aren't operating properly, your only choices at this point are load management (don't use the AC and water heater simultaneously) or installation of a larger generator. — Dudley Dawson, YACHTING technical editor

Yachting

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DYSLEXIC HISTORY

It was brought to our attention that the article "On the Fly," in our February 2012 issue, indicated that the Civil War ended in 1856. This was obviously a typographical error since ***everyone*** *knows the Civil War ended in 1865 — and we did hear from all of you! Of the many, many letters that let us know about this error, this one is by far our favorite. Al Sprinkle from Huntsville, Alabama, wrote:*

I was reading your February 2012 issue this weekend while at a Civil War re-enacting event with the Fourth Tennessee cavalry company of the Armies of Tennessee. Imagine our surprise at reading the Civil War was over in 1856. ... Actually, we now have bets on how many people know enough history to catch the mistake. Please keep us informed as to how many readers caught this.

Al, so far, we have received 1,856 letters — oops, make that 1,865.

CORRECTION

In our February issue, we did not credit Tom Serio Photography for images of the Florida Bay Coaster *Red Head* that ran in the piece "Cure Cabin Fever" (page 42). We apologize for the oversight. ❑

Yachting

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Currents

BY MARY SOUTH



GILLES MARTIN-RAGET

You Are There

At first glance, this photo of the Green Comm team from the America's Cup World Series races in San Diego may seem like an odd choice to open the Currents section this month. After all, this is our special Electronics Issue. If you turn to "AC34 Demands Your Attention" on page 44, you can read Ben Ellison's fascinating piece on how new advances in technology are likely to take the America's Cup to new heights, seducing a whole new fan base that's never watched or understood the thrill of sail racing before. When you get right down to it, though, the image above reflects exactly why all the onboard cameras, the LiveLine technology, the enhanced graphics and the state-of-the-art press boats are there: Technology is only the conduit for bringing us the blood, sweat and tears, the years of training, the single-minded dedication and all of the human drama that goes into being the first to round a mark.

How do you feel about the brave new world of the 34th America's Cup? Love the new boats or hate them? Think the technology will be good for sailing, or are traditions being trampled? Join the discussion at *facebook.com/yachtingmagazine* or in our forums at *yachtingmagazine.com/forums/americascup*.

Not Just Any Port in a Storm

There was a time when the thought of picking up a mooring in Portofino or Capri was nothing but bliss. But like many nations in the European Union, Italy is tightening its belt. Prime Minister Mario Monti has introduced a berthing tax for all yachts longer than 33 feet that will take effect on May 1, 2012. While most owners of small yachts may accept this bitter apertif — which would cost the owner of a 78-foot motoryacht around $42,500 and the owner of a 210-foot yacht about $338,000, annually — some yacht owners will no doubt be looking to Porto Montenegro, just across the Adriatic, as a possible base. No import tax requirements on yachts, tax-free fuel and a cap of 7 percent tax on marine-related and tourist services make Porto Montenegro awfully alluring. And the scenery's not bad either. *www.portomontenegro.com*

Lucky Numbers

For Marc Grove, the number 1 and the number 100 are equally lucky. The Apalachicola, Florida-based owner of Wefing's Marine sold the first Ranger 29 in 2009 (Wefing's 100th anniversary!) and recently inked a deal for the sale of the 100th hull too. Lucky new owners are Floridians Ruth and Wally Naset, who bought their tug-trawler at the Fort Lauderdale International Boat Show and plan to cruise the Florida Keys. Ranger Tugs was established in 1958 and has offered trailerable tugs in sizes from 21 feet to the recently introduced 31, which made its debut at the Miami International Boat Show. *www.rangertugs.com*





Our Own Hall-of-Famer

John Brownlee, editor in chief of YACHTING's sister publication *Salt Water Sportsman*, was recently inducted into the Big Game Room Hall of Fame at the Miami International Boat Show. Brownlee is an accomplished and passionate angler and a committed conservationist. He served several terms on the South Atlantic Fishery Management Council and sits on the board of many conservation organizations, including the Billfish Foundation, the Coastal Conservation Association and the Fish Florida specialty license plate organization, which raises money to provide fishing tackle to children. Brownlee also played a key role in that state's Save Our Sealife Net Ban constitutional amendment in 1994, and rumor has it he can leap tall buildings in a single bound, especially after a little pinot grigio. OK, heck. We admit it: We're proud of him. *www.saltwatersportsman.com*

1,500

The weight in pounds of the gold eagle figurehead on the recently refit U.S. Coast Guard barque *Eagle*.

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"It's not a yacht. It's a boat."

— LOS ANGELES MAYOR ANTONIO VILLARAIGOSA'S RESPONSE WHEN ASKED WHY STIMULUS MONEY WAS USED TO UPGRADE THE ENGINES AND MAINTAIN THE 73-FOOT YACHT *ANGELENA II*, WHICH TAKES VIPS ON HARBOR TOURS.



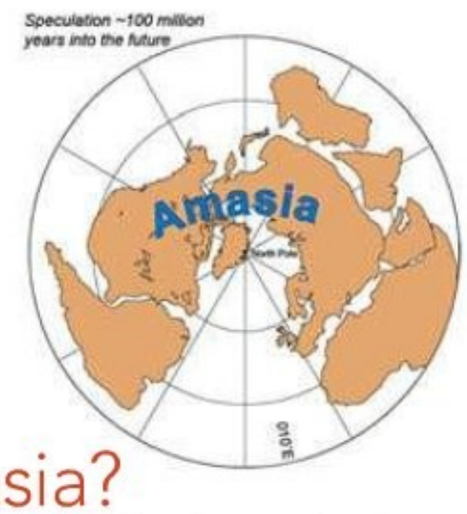
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Just in Time for the Year of the Dragon

If you're looking for something a little bit different in your next superyacht, British designer Alex McDiarmid's 285-foot superyacht Iwana project may be for you. The yacht takes the cues for its superstructure from the head of a dragon, while its decks and communication tower are inspired by its dorsal crests. But the dragon motif is not just a decorative flourish. The hull is designed to "open into two fold down, roll out, and wrap around" bathing platforms. The designer claims inspiration for this came from the sun-loving lizards of hot countries, whose hoods similarly expand. For more, go to *www.mcdiarmid-design.com*.



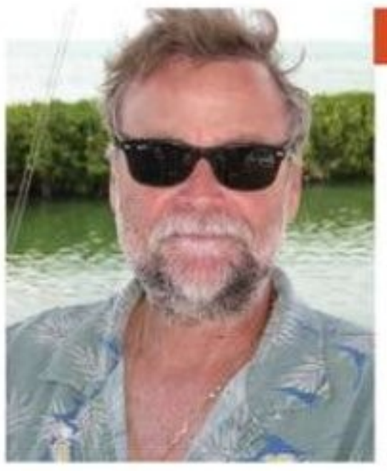
Amasia?

Don't look now, but in another 100 million years, there's a good chance that Earth's continents will collide and form one giant continent, *again*. The last time this occurred the result was Pangaea, where dinosaurs roamed. A new model of continental drift predicts that the next supercontinent could form near the North Pole and that the Americas and Asia may fuse together to form another giant land mass. A group of Yale geologists led by Ross Mitchell believe the next massive but slow shift will close the Caribbean Sea and the Arctic Ocean. North and South America would be one big block when the Caribbean disappears, and the Americas would be joined with Eurasia as the Arctic Ocean is squished. A supercontinent called Amasia would form at the top of Earth, eventually sliding south toward the equator, and Antarctica would probably remain isolated at the bottom of the world. In any event, none of us will be here to see it, so don't use this as yet another excuse to file an extension on your taxes.



Posters from a Bygone Era

The age of the great ocean liners had come and gone long before most of us got a chance to sail the world's oceans in such grand style, but their legends live on in Gabriele Cadringher and Anne Massey's new book, *Ocean Liner Posters*. What its title lacks in flair, its pages more than compensate for with stunning reproductions of posters advertising the great liners that plied the seas from the second half of the 19th century through the 1960s. Cadringher is a passionate collector of ocean liner memorabilia, and her collection forms the backbone of the book. Text from Massey brings the history of these great ships to life, making this a wonderful book for anyone who loves these ships or is a fan of great graphic design. *www.antique collectorsclub.com*



The Times They Are a-Changin'

Going back to the basics is still the best way to teach future boaters.

By Jay Coyle

I had been giving this column a lot of thought. The plan was to share my views on teaching kids the art of boat-handling. My two boys had come up the same way I did, bouncing off pilings in a 13-foot Boston Whaler. This early training formed a foundation of boat-handling skills that has served me 40 years. A call from a pal got me thinking. Does anyone really *need* this sort of quality time anymore? The Dylan refrain came to mind — "The times they are a-changin'."

"I can't drive my damn boat," complained my pal who is one of the best boat-handlers I know. After 50 years and 40 boats he had traded in wheels and throttles for pods and a joystick. I was reminded of the difficulty I had letting go of the throttles the first time. The salesman had been so reassuring. "You old guys that know how to drive always have trouble — you've got to think differently."

Some in the marine industry believe that modern electronics and control systems are the keys to boating's future. They figure a flock of 30-somethings weaned on video games will be right at home fiddling with electronic displays and wiggling a joystick. Their kids in turn will be inspired by nautical nerds with controllers in hand, faces lit by the glow of a screen.

I found inspiration as a lad watching a seasoned skipper land a 75-footer with a crippled engine. He managed the feat with nothing more than the current, the breeze and a spring line. I shall never forget the grousing of one of these old-timers in the 1980s. "Young yacht jockey on training wheels," he grumbled as the thruster (training wheels) roared to life on a 90-footer yards from the dock with its nose in the current. "It's just the wrong way to go about it," said the old-timer. "What do you suppose that fella would do if the thruster crapped out — drop the anchor and call for service?"

I wandered the Bahamas with another marine mentor in the 1960s. The yacht was outfitted with the state of the art in "modern marine electronics." On a good day the 50-watt AM radio transmitter might reach the U.S. Coast Guard. Working the radio direction finder was akin to finding water with a divining rod. The flasher-sounder made a noise like a coffee grinder and was about as useful as a lava lamp. The radar was little more than a novelty — when it worked. The truth is that the skipper never used any of this stuff. He preferred a chart, compass and stopwatch and used his eyes to read the water.

In the "old days" fishing skippers used their eyes to read the sea surface and their local knowledge to read the fish. I remember sailfishing with an old skipper who still had his senses in the 1980s. I was working on the design of a fish boat he would soon master for a fellow who planned to arm her with a warehouse-load of electronics. After we released half a dozen sailfish he confided in me. "All them fancy screens are great to amuse the owner, but they've got me worried. Just 'cause these damn things say there're fish doesn't mean I can catch 'em."

The fact is that the times are always changing. Hell, Dylan wrote that song in the 1960s. Since then I have survived sterndrives, water jets and surface drives and have turned from the compass to the GPS and plotter. So what would I do if my kids were ready to start learning the ropes today? The same thing! There is nothing better to build confidence and knowledge than the wheel of a Whaler or the tiller of an Opti. Kids should learn to find their way with a compass and use a spring line to make a boat go sideways before they grab a GPS and a joystick! ❑



Joystick technology is beneficial, but basic seamanship skills are still vital.

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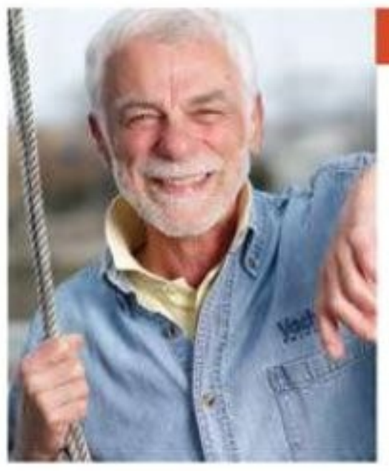
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Mondo Marine 45m

The Italians give new meaning to the "expedition style" motoryacht moniker.

By Dennis Caprio

Going on an expedition aboard an Italian yacht may seem as silly as wearing your Ferragamo Bit Driver moccasins — in burgundy suede — to hunt gators. More hunting boot than suede moccasin, the Mondo Marine 45m maintains the seaworthiness and long range of traditional expedition yachts without forfeiting high style.

This yacht shares a lot of design elements with traditional working expedition vessels. Her high bow, carried well aft, will deal with big head seas and keep solid water from washing over the decks. The break in her sheer amidships decreases the freeboard aft and, aboard working expedition boats, eases the burden of launching and retrieving a diving bell or other manned submersible used to explore the depths. Aboard this yacht, the plunging sheer gives her a sporting look, reduces our perception of bulk and allows passengers and crew to board from the side without needing an extra-long staircase.

Although the hull from sheer to keel smacks of oceangoing prowess, the superstructure's whimsical design elements are what capture our soul. We must applaud the design team for marrying art and function in such an appealing manner. Square windows in the topsides forward of amidships break up the mass and light the interior. Notice how the shape of the first and last windows turn the grouping into a parallelogram. The angle at each end matches that of the sheer's plunge and closely resembles the rake of the stem, giving the overall design aesthetic harmony.

Anything sleeker than this upright superstructure would turn the 45m into a cartoon. The designers knew this and drew vertical windows to go along with the vertical doorways. This visual effect suits the yacht's mission, while acres of glass flood the interior with natural light and give everyone aboard a superb view of their surroundings.

Each level of the superstructure, from the main deck to the sky lounge, becomes shorter and narrower, reducing top-hamper (weight aloft) and visual bulk. You've only to see the massively ugly superstructure of a cruise ship to understand the design team's approach to this yacht. The drooping overhangs define the boundary of the bridge deck and the sky lounge. In addition to sheltering areas of the deck below, the shape and slope of the overhangs visually reduce the height of the superstructure and disguise the vertical harshness. Removing these would make the 45m look clunky, destroying her appeal.

A wind deflector protects the forward section of the sky lounge, but more important to the aesthetics, it echoes the shape of the topsides forward of amidships. This is another example of how small details contribute to the harmony of the whole. The plan view of the upper decks reveals a pair of staircases — one set leading from the sky lounge to the bridge deck and another leading from the bridge deck to the main deck. These curve toward the yacht's centerline like the arms of a ballerina and, seen from a direct profile, pick up the angle of the sheer's plunging break. The graceful curves also soften the yacht's businesslike demeanor when we see her from astern.

Her nearly vertical transom puts a period at the end of this statement. A rounded reverse transom, and possibly more tumblehome, would have taken the yacht out of character and, on a functional level, decreased the width of the stairs to the swim/boarding platform and limited its area.

The Mondo Marine 45m is a handsome yacht. Although her appearance slips slightly out of character in comparison to many yachts of her type and mission, only Ernest Shackleton would care. ❑

Mondo Marine SpA, +39 019828516; www.mondomarine.it

LOA: 147'11"
BEAM: 28'11"
DRAFT: 8'10"
FUEL: 21,134 gal.
WATER: 5,283 gal.
MAXIMUM SPEED: 15 knots
CRUISING SPEED: 14 knots
RANGE AT 12 KNOTS: 6,000 miles
ENGINES: 2 x 862 hp Caterpillar C32 ACERT diesels



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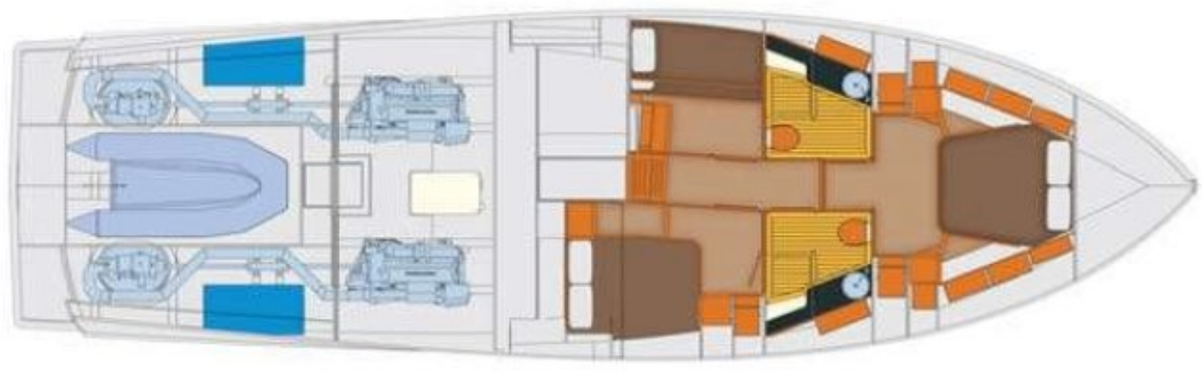
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PHOTO FINISH
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A downeaster from Down Under, the Palm Beach 55 is a welcome arrival. By Chris Caswell



Three staterooms, two heads and a tender garage in 55 feet — some feat.

Jay Gatsby would have loved the Palm Beach 55, because it embodies all that he lusted after in *The Great Gatsby*: class, style and grand luxury. In fact, I'm convinced that he would have forgotten all about Daisy Buchanan after one look at this boat.

The Palm Beach 55 is the latest incarnation of the downeast-style lobster-boat-turned-yacht. There have been a number of predecessors, including those actually built somewhere in the Northeast. There have been some Down (Far) East versions built in the Orient, some Down (Over) East yachts built in Italy and a stylish Down West line from the Pacific Northwest, but this is the first Down Under lobster-yacht. And, as the Aussies say on her home turf, "she's a right corker," meaning something better than excellent.

Company owner Mark Richards is arguably Australia's best-known sailor and an America's Cup veteran, so it's no accident that these yachts blend fine craftsmanship, thoughtful design and advanced construction materials and methods.

Our day on the water was the worst possible: 25 knots gusting to 35, and blowing against the Gulf Stream. On some yachts, it could have felt like driving a bulldozer over boulders: over one, crash, up the next, crash. But on the Palm Beach 55, it was more like riding a gently cantering horse. Green water arched to each side, yet there wasn't a creak or a groan.

The American representative for Palm Beach, Andy Shoemaker, made a comment that I found to be true as I poked around the interior: "She has a thread of simplicity." This is, in spite of some very clever ideas, a very simple yacht.

Take the Burmese-teak interior. Richards gets a container of teak, picks the best pieces and sends the rest back. Simple, but even the lockers match perfectly in grain and color. I would put the woodwork on the 55 up against that of the finest megayachts from Europe, and if anyone were going to wind up embarrassed, it wouldn't be the Aussies.

Though she looks Gatsbyesque on the outside, twin Volvo Penta IPS 800s spin a pair of pods under the cockpit, giving her exceptional maneuverability. Offshore, we could have run to Bimini at a comfy 18 knots in those seas, and, given fewer canyons, we could have hit nearly 32 knots if we'd wanted.

The salon has all the airy visibility of Santa Fe domeliners, those bubble-top trains so perfect for enjoying the scenery. Huge windows give the skipper a 360-degree line of sight, and guests enjoy air-conditioned (or heated) comfort.

But isn't boating about fresh air? Driving the Palm Beach 55 is like going for a ride with your dad on a nice afternoon. The front windows roll down just like those of a '57 Chevy, and, even if you didn't call "shotgun" to sit with your arm out the window, there are two settees plus a settee/dinette. The after windows also roll down, and with the big sliding hatches open overhead, well, air doesn't get much fresher than this.

LOA: 60'0"
BEAM: 17'2"
DRAFT: 2'9"
DISPL: 38,500 lb.
FUEL: 690 gal.
WATER: 370 gal.
TEST POWER: 2 x 600 hp Volvo Penta IPS 800s
STANDARD POWER: 2 x 435 hp Volvo Penta IPS 600s
BASE PRICE: na



RPM	KNOTS	GPH	dB(A)
600	7.2	2.2	68
900	10.3	6.0	70
1200	12.9	12.9	70
1500	17.0	22.6	72
1800	22.4	34.5	74
2100	26.9	48.5	74
2300	31.7	60.2	76

TEST CONDITIONS: Speeds were measured by GPS off Fort Lauderdale, Florida, in calm seas and light winds, with a ½ load of fuel and a ½ load of water and five people on board. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.

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Our test 55 had the galley opposite the helm and just forward of the L-shape dinette with its folding table. The athwartship settees to starboard are a clever seating arrangement usually found on far larger yachts. With the after windows open, the cockpit becomes an extension of the salon, shaded by a hardtop and, on our boat, a canvas top on stainless-steel framing.

Accommodations for the Palm Beach 55 are highly customizable for each owner's needs (three, two or even one stateroom plus a flybridge version), but our boat was the basic three-stateroom, two-head arrangement that should be universally popular.

The cockpit has a wet bar, refrigeration and stowage. Side decks are wide and safe.

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The owner gets a spacious suite with centerline berth in the bow surrounded by cabinets, bureaus with drawers and hanging lockers on each side. The en suite head is simply huge, in part because of the cleverly designed shower doors, which fold away when not needed.

To starboard of the centerline corridor is the guest stateroom, with a low double berth, built-in nightstand and more superb joinery in the form of a bureau and locker. All of the lockers throughout the Palm Beach 55, by the way, are fully lined in teak. This cabin has direct access to the day-head, also large and with a foldaway shower door.

Just across the hall is the third cabin, with a pair of bunks perfect for youngsters, or, if you feel the urge to work, it could be an office. In the version with a down-galley, that's where it would be located to open up space in the salon.

In either location, the galley is nicely equipped. There is a huge stowage space between galley and helm, with more than enough room for months of provisions or endless cases of wine. Or both.

Though tucked under the cockpit floor, the engine room is reasonably spacious and accessible (except for the oil dipstick — it's outboard on the port engine), since the pods are driven by long jack shafts. Various engine options are available. If you're wondering about the tender, it's in a cleverly designed garage under the transom, which, when hinged up, also lifts the dinghy into launch position.

Here's a final indicator of how exquisitely the 55 is crafted: I was stunned by the complete absence of a single wood plug or exposed screw head. Everything was carefully planned so that joints were perfect and attachments hidden.



The master stateroom is tucked in the bow.

All in all, this thunder from Down Under was a joy, not just to test, but also to appreciate under close scrutiny. As they say Down There, "good on ya, mates." This is one delightful yacht. ❑

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Endless Discovery Lake Champlain offers yachtsmen a refreshing alternative to cruising Down East.

Story and photography by George Sass Sr.

Summer cruising along New England's coast has been a tradition of ours for years. A decade ago, however, during my family's Great Loop adventure, we discovered an alternative to the cool coastal waters of New England. Instead of heading up New York's East River and east through Long Island Sound, we steered north for a picturesque 160-mile cruise up the Hudson River to Troy, New York. Here we entered Champlain Canal to begin our exploration of Lake Champlain, the sixth-largest freshwater lake in the United States.

Anxious, but prepared, we entered our very first lock at Troy — the entrance to the 64-mile Champlain Canal — and we began our 96-foot ascent to Lake Champlain transiting 12 locks. Speed limits of 10 mph (8.7 knots) and lock delays make it difficult to transit the canal in one day, so we stopped at the charming, friendly Schuyler Yacht Basin, using it as a base to visit historic Saratoga Springs by car. Transiting the locks was easier than we had anticipated. A 17-foot height limit requires sailboats to unstep their masts at Troy.

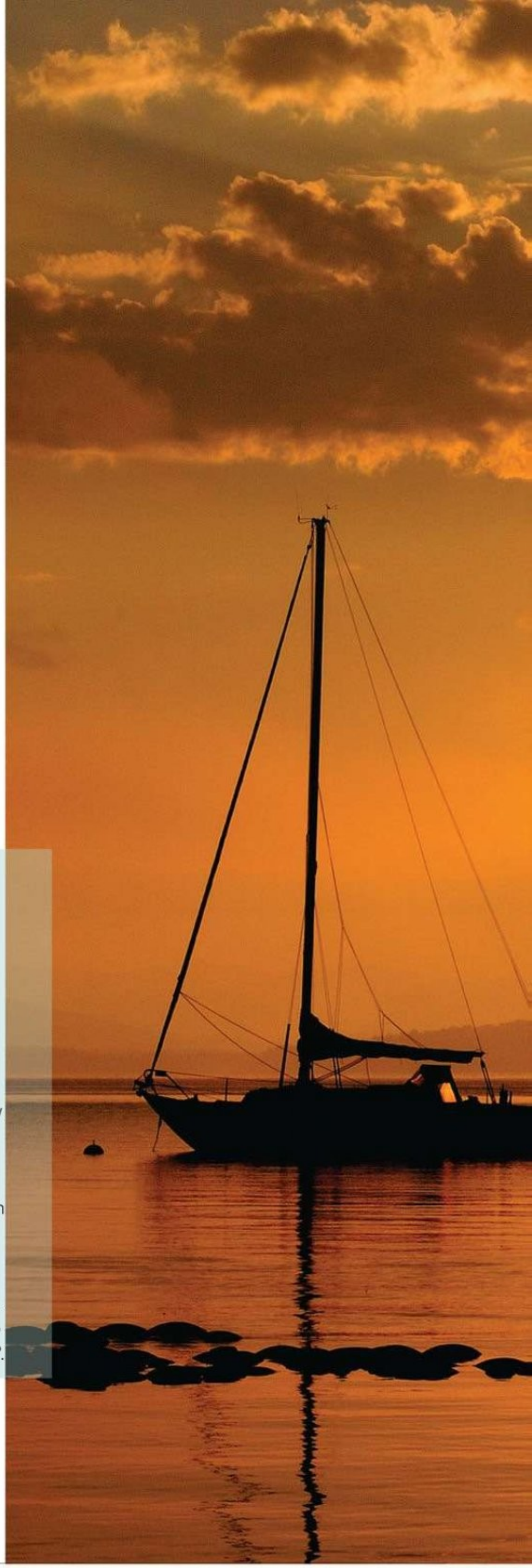
Between June and November of 2011, a huge dredging project to remove PCB-contaminated sediment was conducted in the canal as part of a 200-mile Hudson River cleanup initiative. While recreational navigation was not interrupted, it's worth going to *www.hudsondredgingdata.com* or *www.champlaincanal.org* for the latest updates.

Before reaching the clean waters of Lake Champlain, yachtsmen must take every precaution to prevent the discharge of marine sewage. Fortunately, most marinas have pump-out facilities, and a number of public parks provide self-service pump-out stations.

Running north and south for 120 miles and stretching 10 miles across at its widest point, Lake Champlain lies between Vermont's Green Mountains to the east and New York's Adirondacks to the west. The mountain scenery is spectacular, and the waters run deep with most hazards well marked. When the winds blow, wave height can reach four feet or more, but protected harbors and anchorages are usually just a few miles apart.

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The sun sets on boats moored off Westport Marina's breakwater. In the distance are Vermont's Green Mountains.

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Memories of our 2002 Lake Champlain cruise brought us back this past summer with our trailerable C-Dory Tomcat. After launching at the town ramp in Westport, New York, we took a slip at nearby Westport Marina, a small, full-service marina complete with a restaurant on the premises. Owned and operated by the Carroll family, it offers top-notch, friendly service.

Larry Carroll showed us the high-water marks from early spring, when the lake reached a height of four feet above flood level, the highest ever recorded. By midsummer, however, most marinas and waterfront restaurants had reopened and were enjoying a healthy recovery.

The town of Westport, 50 miles north of Champlain Canal, is a favorite place for yachtsmen to stop. An Amtrak station makes it convenient for changing crew, and the resort town of Lake Placid is 30 miles away by car. Above the marina a large town green with an outdoor stage offers summer concerts and spectacular views of Vermont's Green Mountains.

From Westport we made the 10-mile crossing to Charlotte, Vermont, returning to Point Bay Marina, where we stayed 10 years ago. The well-maintained marina with its floating docks, ship's store and clean facilities is nestled in a cozy wooded setting on the southeast side of Thompson's Point. The surrounding scene is quintessential Vermont, with rolling hills, green forests, working farms, country stores and covered bridges.

Heading north, we ran into 25-knot head winds and four-foot seas, so we dropped the hook on the north side of Thompson's Point in Converse Bay and waited for conditions to improve. With lots of room to anchor and wind protection from every direction, Converse Bay is an ideal place to hide from foul weather.

High on our list of favorite places to return to was Valcour Island, 30 miles north of Charlotte on the New York side of the lake. Designated a state primitive area by New York, this uninhabited treasure boasts seven miles of hiking trails, five protected anchorages and a history of Revolutionary naval warfare starring Benedict Arnold. The best spots to anchor are crowded on weekends, so plan your visit for midweek. And follow your charts carefully, as there are underwater ledges that can ruin your day.

Our recent cruise also included stops in Plattsburgh and Essex, New York, and Burton Island State Park, Malletts Bay, Shelburne and Burlington, Vermont. After tying up at Shelburne Shipyard, we hiked three miles to Shelburne Farms, a 1,400-acre dairy farm. Taking a guided tour, we were introduced to the farm animals (my wife bravely milked a cow), and we learned how cheese was made. Best of all, we left the farm store with a variety of award-winning cheddars.

After more than a week of secluded anchorages and charming villages, we were ready for some city life. Downtown Burlington, two miles from Shelburne Shipyard, was just the ticket. Its art galleries, gift shops, cafes, street performers and fine restaurants, combined with the energetic atmosphere of a college town, make this small city one of our favorites. A slip at the Community Boathouse put us within walking distance of all the action.

The short distances between New York and Vermont shores, a variety of charming towns and villages, and the abundance of scenic anchorages provide endless opportunities for discovery. We can't wait to return. ❑

The ferry from Charlotte, Vermont, pulls into Essex, New York. The Old Dock Restaurant, a great place to grab a bite to eat and enjoy the waterfront view, is in the background.



EATS, DRINKS AND BOAT SLIPS

Best Full-Service Marinas: The Westport Marina (*www.westportmarina.com*) is family owned and operated and offers friendly, helpful service. Its Galley Restaurant offers casual breakfast, lunch and dinner. The amiable, professional staff of the Shelburne Shipyard (*www.shelburneshipyard.com*) can handle just about any kind of repair, and its ship's store is well stocked.

Good Eats and Drink: The Old Dock Restaurant (*www.olddockrestaurant.com*) in Essex, New York, offers casual, waterfront dining overlooking the Charlotte-Essex ferry dock. It's a good "fish 'n' chips" kind of place. Slips are available for those who arrive by boat. Essex Provisions and More (518-963-4690), located above the marina on Main Street, offers fresh pastries, fantastic sandwiches, tasty snacks and prepared dinners to go. Leunig's Bistro (*www.leunigsbistro.com*) in downtown Burlington was a change of pace from the casual places we had dined. There's good French food and decent service, but it's a little pricey and noisy. Local friends highly recommend Trattoria Delia (*www.trattoriadelia.com*) for excellent Italian cuisine.

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"Peculiar" Milestone A Havana yacht club turns 20 and plans special events.

By Peter Swanson

In April, what may be the most peculiar yachting institution in the world will celebrate its 20th anniversary. The Hemingway International Yacht Club of Havana was founded in 1992 as Cuba entered the crisis known as "The Special Period" following the withdrawal of Soviet troops and the end of annual Soviet subsidies of more than $2 billion.

The club's first and so far only commodore, Jose Miguel Diaz Escrich, was a naval officer without a sea berth, and he was casting about for something to do. He suggested a yacht club in Havana. Nowadays, as Cuba announces a series of free-market reforms, that might not seem so radical, but two decades ago the notion of an "elitist" institution at the heart of the Cuban revolution must have seemed downright heretical to some in Fidel Castro's circle.

Escrich must have been convincing. A yacht club would encourage "nautical tourism" and bring in needed revenue. Capitalist connotations aside, surely a fisherman such as Castro could appreciate the benefits of hosting annual game-fish tournaments. Castro's favorite writer was the late sport-fishing legend Ernest Hemingway, who had lived and worked in Cuba for the last 20 years of his life. Why not name the club after him? Whatever Escrich said, it succeeded.

To date, the Hemingway International Yacht Club has alliances with 57 yacht clubs. The club receives no government money and has supported itself with donations and dues paid by more than 2,000 members from 60 nations, many of whom are U.S. citizens.

The Hemingway International Yacht Club is located on the site of the Marina Hemingway, which was begun as a housing development by American mobster Meyer Lansky in 1958.

Escrich says he had hoped that the U.S. travel ban that keeps American boaters from freely visiting Havana would have been lifted in time for the club's 20th anniversary, but he vowed the celebrations would happen regardless. With the U.S. presidential campaign in full swing, a reversal is unlikely, but some of us may be able to attend anyway.

Among the fishing tournaments, races and social events are three educational conferences, beginning on April 26 and 27 with "80 Years of USA-Cuba Nautical Relations: Present and Perspectives." Another event that coincides with the 62nd Hemingway International Billfish Tournament is entitled "Climate Changes and the Migration of Billfish Species." A third's topic was undetermined at press time.

Because of the Obama administration's relaxation of travel restrictions, events of this type free more Americans to visit Havana. Cuban-American mariners, for instance, will be able to attend under the government's relaxation of the rules.

Journalists have always been allowed to travel to Cuba for work purposes under what is called a "general license" from the Treasury Department. Under President Barack Obama, general license exceptions to the travel ban were recently expanded to include "full-time professionals, whose travel transactions are directly related to research in their professional areas, provided that their research: 1) is of a noncommercial, academic nature; 2) comprises a full work schedule in Cuba; and 3) has a substantial likelihood of public dissemination." Professionals in the marine industry and anyone engaged in sport-fishing for a livelihood might qualify to attend one or both of these conferences.

First, visit the yacht club's website, *www.hemingwayyachtclub.org*, and contact it to ask for an invitation to the events. Then visit the U.S. Treasury site (*www.treasury.gov*) and find the document that explains the exemptions to the travel ban and how to qualify.

The location of the yacht club has its own interesting history. Before Castro's revolution drove American organized crime from Cuba, mobster Meyer Lansky had begun excavating a canal villa development west of Havana using $10 million from a group of American investors, including Frank Sinatra. Castro's ascent to power ended Lansky's plan, but with the canals dug and two miles of side-tie dockage, the site later became home to a hotel complex and Cuba's biggest marina, Marina Hemingway. (The Hemingway International Yacht Club clubhouse was converted from a private home at the end of one of the canals.)

Still banned is travel to Cuba in one's own vessel. Anyone wishing to visit in a vessel of less than 328 feet overall length must apply for a U.S. Commerce Department export permit, which is reviewed by the Pentagon and State and Energy departments for approval. It is a lengthy process and, although there have been unpublicized exceptions, they are rare. ❑

PETER SWANSON

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THE WAIT IS OVER

An experienced yachtsman knew exactly what he wanted, and

BY MARY SOUTH PHOTOGRAPHY BY BILLY BLACK

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his patience was rewarded in the new Sabre 54 Flybridge.

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I ADMIRE PEOPLE LIKE BILL SEALE —

those who know exactly what they want and refuse to compromise. Me, I'm too impatient. I should get a tattoo that says "Ehhh, close enough."

Of course, if we're talking about the difference between a Sabre 52 and a Sabre 54 Flybridge, no one gets the short end of the stick. But I respect that Bill Seale looked at the 52, loved it and still decided to walk away. He knew *exactly* what he wanted.

"We fell in love with the Sabre 52 before we bought our Grand Banks Europa 47, but we really wanted a flybridge," Seale said as we readied *Traveler*, his Sabre 54FB, for a run from Key Largo's Ocean Reef Club to the Miami International Boat Show. Seale's wife, Marguerite, is still a sailor at heart, and being able to enjoy fresh air and sunshine under way was key, for both of them.

"I told Bentley Collins [Sabre's vice president of marketing and sales], if you ever build a flybridge model, I will buy one," said Seale. Enough people asked about adding a flybridge and Sabre listened.

"They're cautious people," he said of Sabre. "They didn't just jump in."

Dave Newcomb, who is the company's engineering department manager, first invested a lot of time and expertise in designing the new flybridge model, which extended the 52 hull by two feet. When Sabre was confident it had a design that would live up to its own high expectations, Collins let Seale know.

An experienced owner of both sailboats and powerboats, this is the first boat Seale (see "An Owner Snapshot" on page 39) has ever had built. But he said it was a great experience.

"Everyone at Sabre is a dream to work with," Seale said. "You get to know everyone who's working on your boat.

"We had a bit of concern about the ladder to the flybridge," Seale confessed. "But they are the most delightful people to deal with, and Dave was fantastic." In fact, one of the details I noticed immediately was a window in the after bulkhead underneath the exterior stairs to the flybridge. While this simple rectangular window may occasionally give you the odd view of someone's feet ascending, most of the time what it's doing is adding to the light that positively floods the Sabre's salon. I loved it.



Traveler's salon is bright and elegant in its simplicity. And how about those views!

"It was their idea to do the window, letting the light in, but I have to admit I would have been disappointed if it was solid. To me, light is everything," Seale confessed.

If light is everything to Bill Seale, he chose the right boat. The cherry joinery in the lovely salon almost seems to glow from the effects of the outdoors coming in. Fans of the 52 will recognize this layout instantly, but why mess with a good thing? As you enter from the sliding glass doors to the cockpit, a U-shape dinette is tucked in the after port corner — the table drops to form an extra berth. To starboard is an entertainment console with a hidden flat-screen TV on a lift. The helm, forward and to starboard, has a Stidd seat, and the line of sight is excellent. Even better, a door beside the helm opens to the deck — a feature

GET MORE

FOR MORE PHOTOS OF THE SABRE 54FB, GO TO YACHTING MAGAZINE.COM/SABRE54FB.



LOA: 58'0"
LWL: 49'3"
BEAM: 16'0"
DRAFT: 4'3"
DISPL.: 55,500 lb.
FUEL: 800 gal.
WATER: 200 gal.
ENGINES (STANDARD): 2 x 865 hp Cat C15 diesels
ENGINES TESTED: 2 x 700 hp Volvo Penta IPS900 diesels
PRICE AS TESTED: $1,800,000

RPM	KNOTS	GPH	dB(A)
600	5.7	2.60	65
900	8.4	6.10	68
1200	10.1	14.00	68
1500	12.6	25.01	69
1800	17.5	37.00	69
2100	23.6	51.00	70
2400	30.1	68.00	70

TEST CONDITIONS: Speeds were measured by GPS off Government Cut in Miami, Florida, in 44 feet of water with flat seas and 3.7-knot winds, with a full load of fuel, 1/3 load of water and four people on board. Fuel consumption was measured by the electronic engine-monitoring system. Sound levels, measured in the pilothouse, were supplied by Sabre.

Seale eliminated a helm seat and the barrel chair — the L-shape cabinet now runs in a line along the starboard side. The result is pleasingly open with good flow.

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Traveler's pretty downeast lines look good by day and by night, inside and out.

that adds extra reassurance when docking from the salon helm in lousy weather or when there's no help with the lines. A full array of electronics is set in the cherry dash, which sports a beautiful matching wheel. An integral chart table lifts up to reveal dash stowage beneath, and the AC/DC display hides behind cherry doors above. L-shape seating to port sits atop an ice maker and offers the skipper handy companionship.

A few steps down and you're in the galley, which runs along the port side with a small dogleg forward. Clean lines and top appliances, including Sub-Zero drawer refrigeration and freezer units, a Fisher & Paykel dishwasher, a three-burner ceramic stove top and loads of stowage make this galley elegant and functional. A washer/dryer is also tucked away opposite the end of the galley, behind a door and above the second Sub-Zero unit. Again, though, it is the light that really dazzles. Most of it pours down from the salon, but a window above the sink also gives the cook a bright view of the passing sights while under way.

Across from the galley is the amidships master, which can be completely opened to the galley or hidden behind two large, sliding shoji pocket doors. A full queen berth on a hydraulic lift hides stowage, and there are lots of thoughtful touches in the cabinetry — like a drop-down hamper with a mesh bag liner. The lockers are cedar-lined and auto-lit. A large hatch overhead opens for more air and light, and the en suite head features a ceramic tile sole and an ample shower with heavy glass door.

The forward stateroom has another queen, plenty of stowage, an opening overhead hatch and an en suite head with a circular door. An entrance from the companionway allows this to double as a day-head.

"We were involved with everything from the plans on," Seale told me as we headed back through the salon and up to the flybridge. "This is the only boat I've ever had built, and I loved certain stuff. … For instance, Sabre made a full-size mock-up of the helm so we could play with the positioning of the instruments until it was exactly what I wanted. And this seat" — he gestured to a spot beside the flybridge helm as he settled in — "is customized to be a recliner."



Once up top, it was easy to see why Seale had waited for a flybridge model. It was a warm, sunny February day. The water in the Keys was a flat, rich turquoise. As we flew up shallow Biscayne Bay with the wind in our hair and sun on our faces, we passed dolphins, frolicking languorously, and I wondered for about the billionth time why anyone with even half a brain lives in the Northeast in winter.

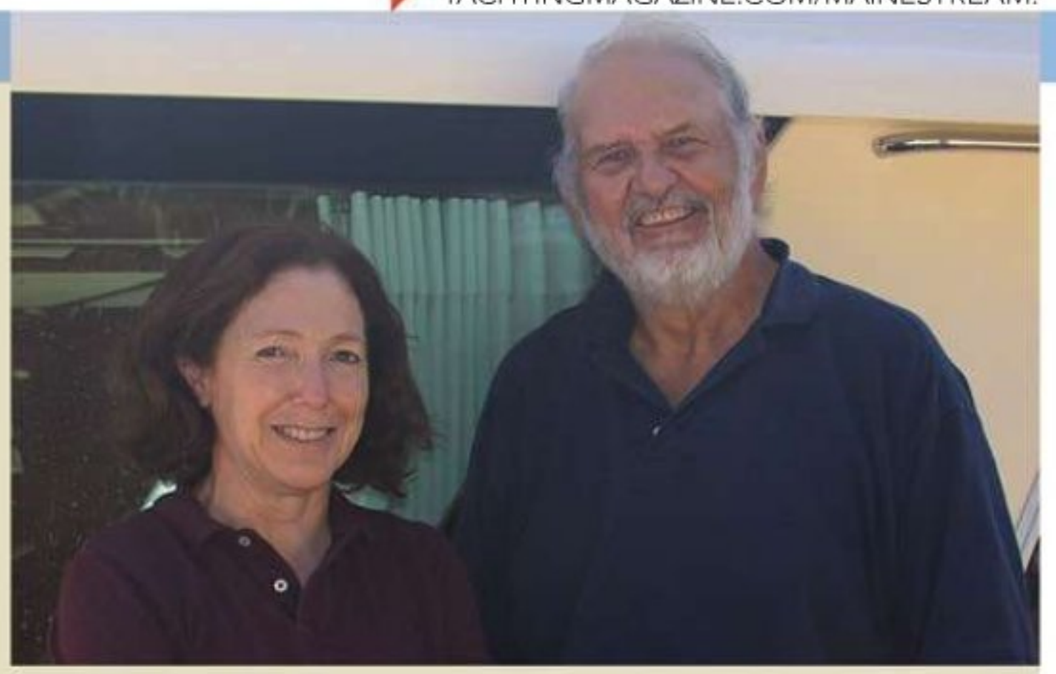
The flybridge area sported twin Stidd helm seating before a full electronics display and an L-shape settee and table aft. An electric grill and stainless-steel drinks refrigerator were convenient. Seale had opted for an after-market hardtop made by J&J Marine Services and an Iselin enclosure that was genius in its simplicity: It lifted and locked on to the overhead with no fuss at all.

The engine room, which is accessed from the cockpit with the

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WHET YOUR APPETITE
FOR OUR REVIEW OF THE 54FB'S PREDECESSOR, THE SABRE 52, GO TO YACHTINGMAGAZINE.COM/MAINESTREAM.

AN OWNER SNAPSHOT
BILL SEALE



Sabre probably couldn't dream up a better buyer than William E. Seale, who divides his time between Annapolis, Maryland, and the Ocean Reef Club in Key Largo, Florida.

Now retired, Seale is an economist and was a partner at a mutual fund investment firm. He had also been chairman of the finance department and senior associate dean of the business school at George Washington University and was appointed by President Ronald Reagan as a commissioner of the U.S. Commodity Futures Trading Commission. So the man understands money and value.

But he also knows boats. As a teenager, his first was a 12-foot Chris-Craft with a 10-horsepower engine. Within two years he'd traded up to 16 feet with a 35-horsepower Evinrude. "I thought I had arrived," Seale said with a laugh. But of course, he was only just beginning.

Seale's current fleet, in addition to *Traveler*, consists of a Beneteau 49 sailboat and two Grady-White Canyon 306s. "I keep one in Annapolis and one in Ocean Reef, and I have them both set up the exact same way, with twin Yamaha 300s. I find it makes it easier to move back and forth between them."

It's clear that *Traveler* has met Seale's high expectations. He and Marguerite are planning on heading to Key West and then to the Dry Tortugas before taking *Traveler* on a leisurely exploration of Narragansett Bay and on to Maine for the summer, where they'll no doubt stop in to say hi to their friends at Sabre.





Overhead hatches provide extra light and ventilation belowdecks. Sliding shoji screen doors open the entire wall between the master and galley.

push of a button that hydraulically lifts the sole, features a white gelcoat interior with a diamond plate sole, good lighting and excellent access to most service points. Seale had opted for twin Volvo Penta IPS 900 drives, which later held station as we waited for the Venetian Causeway to open on the half-hour. Under way I noted we were on plane at 1600 rpm and 17 knots. And the Sabre 54 with IPS handled beautifully, carving tight, effortless turns and running bone-dry even at high speeds. *Traveler* has Humphree trim tabs. "She runs well without them, but better with," Seale believes.

Another very noticeable plus: low noise. I had some problem setting the dampers on my decibel meter app and have relied on Sabre for its data, but the quiet running is something anyone who's been aboard will notice. In the salon, running 25 knots, the Sabre 54FB registers 74 decibels, which means normal conversation is entirely audible.

I asked Seale if he was pleased he'd made the leap to IPS drives, and he didn't hesitate. "They're really amazing and I wouldn't go back." He brought his considerable experience to bear on several other customizations to *Traveler*, some large and some small. There is absolutely no exterior teak on his Sabre 54FB — except for the flagstaff. He opted for a single Stidd chair at the salon helm and also went with straight-line cabinetry across from the dinette, instead of the standard L-shape. One of his favorite features on the Sabre 54 is the electrical system. "It is absolutely no fuss. I don't even have to think about it. It has a built-in decision-maker, and I just turn it on and go. It manages itself."

If you're looking for a downeast-style boat finished to the highest standards and equipped to make cruising a joy, your wait, like Bill Seale's, is over. ❑

Sabre, 207-655-3831; www.sabreyachts.com

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Saving the David B

EXCERPTS FROM *MORE FASTER BACKWARDS*, THE STORY OF



AN EIGHT-YEAR JOURNEY TO SAVE A 70-YEAR-OLD WORKBOAT.

Story and photography by
Christine Smith

We began our restoration of the *David B* by removing the foredeck. On our first day, we arrived on Lopez [Island, Washington] early, armed with crowbars, a couple of hammers, a Skilsaw, a Sawzall, and a lot of enthusiasm.

Jeffrey stood at the port bow of the boat. "Well, here it goes," he said, and kneeled down to the deck. I stood over him and watched as he swung the prying end of his hammer. It made a dead thud into the soft wood. He pulled the hammer back again and swung.

"Ready for a crowbar?" I stood with the smaller one in my hand.

"How about the Skilsaw instead," he said.

Jeffrey made the opening cut and then pried out the first foot of decking. He handed me the hammer and small crowbar, then explained a couple tricks for removing the deck planks. I went to work while Jeffrey moved aside to begin opening up the starboard side of the deck.

Our crowbars dug easily into the planking and tore up the soft wood, ripping and splintering old rotten decking and tar-coated plywood. The Sawzall was hungry that day. Its vibration in my hands was like the purr of a satisfied cat after a kill. The teeth of its bi-metal blade cut through the deck like butter, only occasionally slowed by an ancient fastener.

By midday the sun was hot. I was dirty, and the T-shirt and shorts I wore were filthy. My skin was sweaty and coated red with a fine film of tar dust, sawdust, and rust dust. Under the noonday sun, I smelled like fungus, rusty nails, wood, and asphalt. That smell is forever imprinted in my mind.

As I lay on the foredeck thinking about that first day, I breathed deep, in search of that smell. It's gone now, replaced with new fir, fresh plywood, and deck oil. Sometimes I catch a whiff of that timeless smell, usually tucked in hard-to-get-to places like the anchor chain locker or the bilge. The smell of the *David B*'s age lingers in its timbers, reminding me that with a wood boat, no restoration is ever complete.

Eight years ago, with my Sawzall and pry-bar, I was foolishly confident. But as we worked, doubt began to creep into my soul. *This project might be too big* fluttered across my mind as I pulled away rotten deck and watched Jeffrey's body language. *Nah, Jeffrey knows what we're doing. It's going to be all right. We'll get this done,* I reassured myself even as I noted that with each cut of the saw, we found more and more rot.

Where we thought we could simply remove the tarred plywood and sand down the original decking, we discovered that there was nothing underneath we could save. We held out for months that some of the planks near the mast were sound.

As we removed the deck planking and exposed the tops of the deck beams, we discovered that they too were rotten and would need to be removed and replaced. Late in the afternoon on the first day, I stood on the main deck next to the bone pile of deck planks and beams.

"Hey, what are we going to do with all this wood?" I called out to Jeffrey, who was down below.

"Jeremy said we could put it over on his burn pile on the shore," he replied from low in the anchor-chain locker.

"Everything OK down there?" I peered down into the opening where the deck had been.

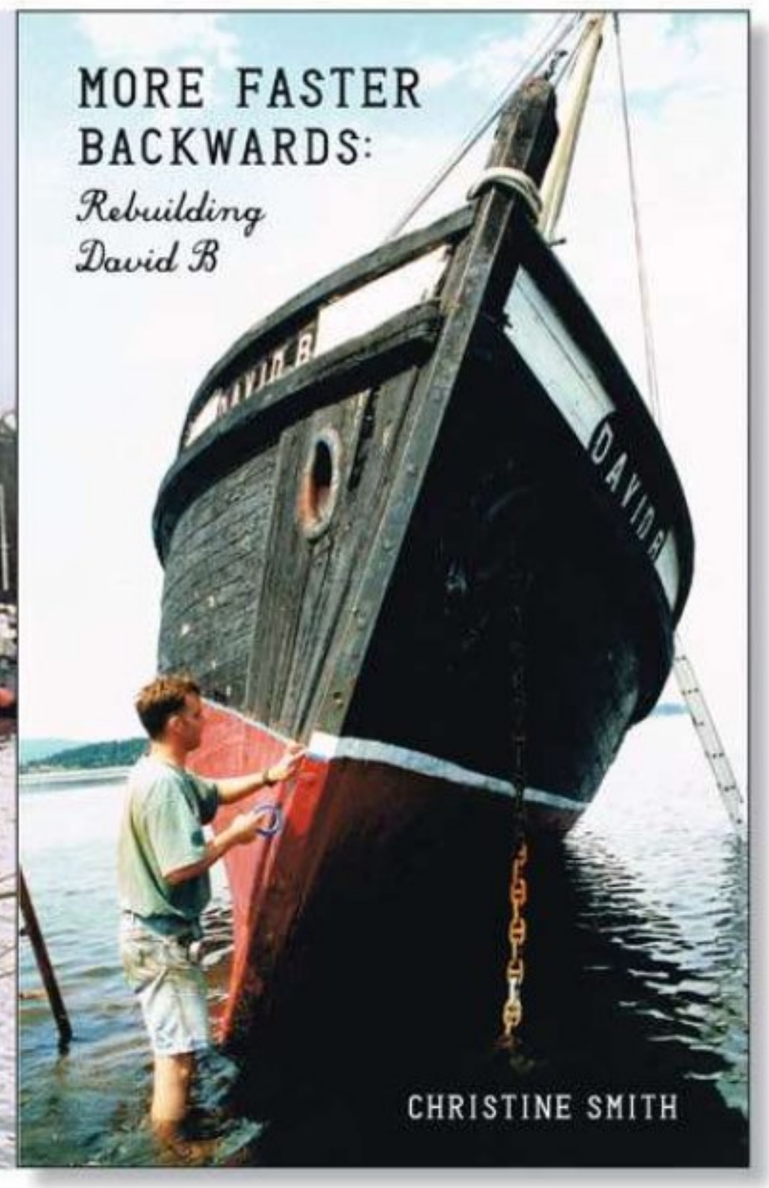
"Yeah, I think so, but I'm afraid we're going to have to remove the beam shelf as well. It's pretty far gone," he said, with a mix of disappointment and conviction.

I picked up an armload of wood and headed to the beach. Two years to have the boat ready. I sure hope we don't find anything else wrong.

Launching the boat from the shipyard that first time was a huge thrill, but, like so much that happened that year, it seemed like it was all happening too fast. We'd filed a copy of our brand-new insurance policy at the Port of Bellingham, so we were free to go



Jeffrey and Christine Smith stand on the nearly finished foredeck of *David B.*



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SECOND LIFE

TO VIEW A PHOTO GALLERY OF *DAVID B*'S RESTORATION, VISIT YACHTINGMAGAZINE.COM.

back to our slip whenever we wanted, but I didn't feel we were ready. I knew Jeffrey was anxious to get the boat back because the cost of staying in the shipyard was so high, but it still surprised me when he made an appointment to launch the boat right away. To anyone else, the *David B* looked far from ready to go back into the water.

"We're gonna splash next Saturday," Jeffrey said, smiling.

"Seriously? Don't you think that's rushing things? There's still so much to do. What about the bulwarks and sanding and painting the hull? Don't forget you're signed up to race the next morning. Are you all right with it being the day before Ski to Sea? You need to leave around five-thirty or six the next morning, that Sunday, to be at the run-bike exchange. Wouldn't Monday be a better day?"

"No, Monday's Memorial Day and the yard won't be open. I think Saturday will work fine. As far as the work that needs to be done, we're finished with everything below the waterline other than paint. We can do everything else when we're back at the dock."

Our workdays that last week at the shipyard got longer and longer. By midweek, we were working from five in the morning until nine at night. I gardened for seven or eight hours each day, then drove to the yard to sand and paint. There was no time to cook, so we ate pizza. When we didn't order it ourselves, friends and neighbors would stop by with it. Then they'd spend a few hours painting with us. I never thought I could ever tire of pizza, but I did that week. The feeling of nearing our launching date was electric. The best day was when we removed the cover. Seeing the whole boat for the first time in almost six months gave me shivers. Its hull was beautiful, especially the stern, where most of the new construction had taken place.







Clockwise from above, the cozy galley has a Heartland wood stove; crew member Aaron Mynatt stands beside the newly framed and planked hull; the tired celebration the night before *David B* was relaunched.

The day before we were to launch the boat, Jeffrey was called into the office at the shipyard. They were sure we weren't ready and wanted us to reschedule, but Jeffrey insisted that we were. It seemed funny to me that they didn't want us in the yard when we hauled, and now they didn't want us to leave.

We continued our mad rush to get the last details of our shipyard time finished. We worked on painting, frames, planking, and through-hulls. Aaron spent hours polishing the propeller. Jeffrey went over his lists again and again to make sure we had everything finished and there wouldn't be some important detail left behind.

On Friday, as the daylight faded, we worked into the dark by shop lights to finish the last coat of topside paint. Just after eleven p.m., Jeffrey called for us to stop work. Like students cramming for a final exam, we had finally had enough. The *David B* sat silently in the dark, shining with new paint, new frames, new planking, and a second life.

I snapped a picture that would forever sum up our last day in the shipyard. It's really nothing special, just a bunch of guys standing around in the dark with beer bottles in their hands. The boat isn't even in the photo. I love the image for what it means to me, the moment in time where the balance shifted. In that instant on May 27, 2005, we all stood back and took in the work we had done. We had saved the *David B*. ❑

Christine and Jeffrey Smith own and operate the David B *as a charter vessel running between Bellingham, Washington, and Juneau, Alaska. For more information on chartering, visit* www.northwestnavigation.com. More Faster Backwards *is available for purchase at* www.amazon.com *in digital ($5.99) and print ($14.36) editions.*

Keeping gates aligned with the wind makes the exit-left-or-right tactical decision more difficult.

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AC 34

By Ben Ellison

DEMANDS YOUR ATTENTION

The new America's Cup is using technology to make sailboat racing exciting, accessible and not so techy.

GILLES MARTIN-RAGET

Last November I went to the America's Cup World Series event in San Diego to see the extraordinary technology being used to manage and broadcast the racing, and it worked so well that I came home a full-fledged fan. But don't presume that you have to be a tech enthusiast to appreciate the 34th Cup as it plays out around the world over the next 18 months. This time the tech innovations are more about building a fast and fair playing field, which focuses on pure sailing skills. Forget that sailboat races are like watching paint dry; AC34 can be as gripping and intimate as high-definition close-ups of the Patriots and Giants battling for Super Bowl rings.

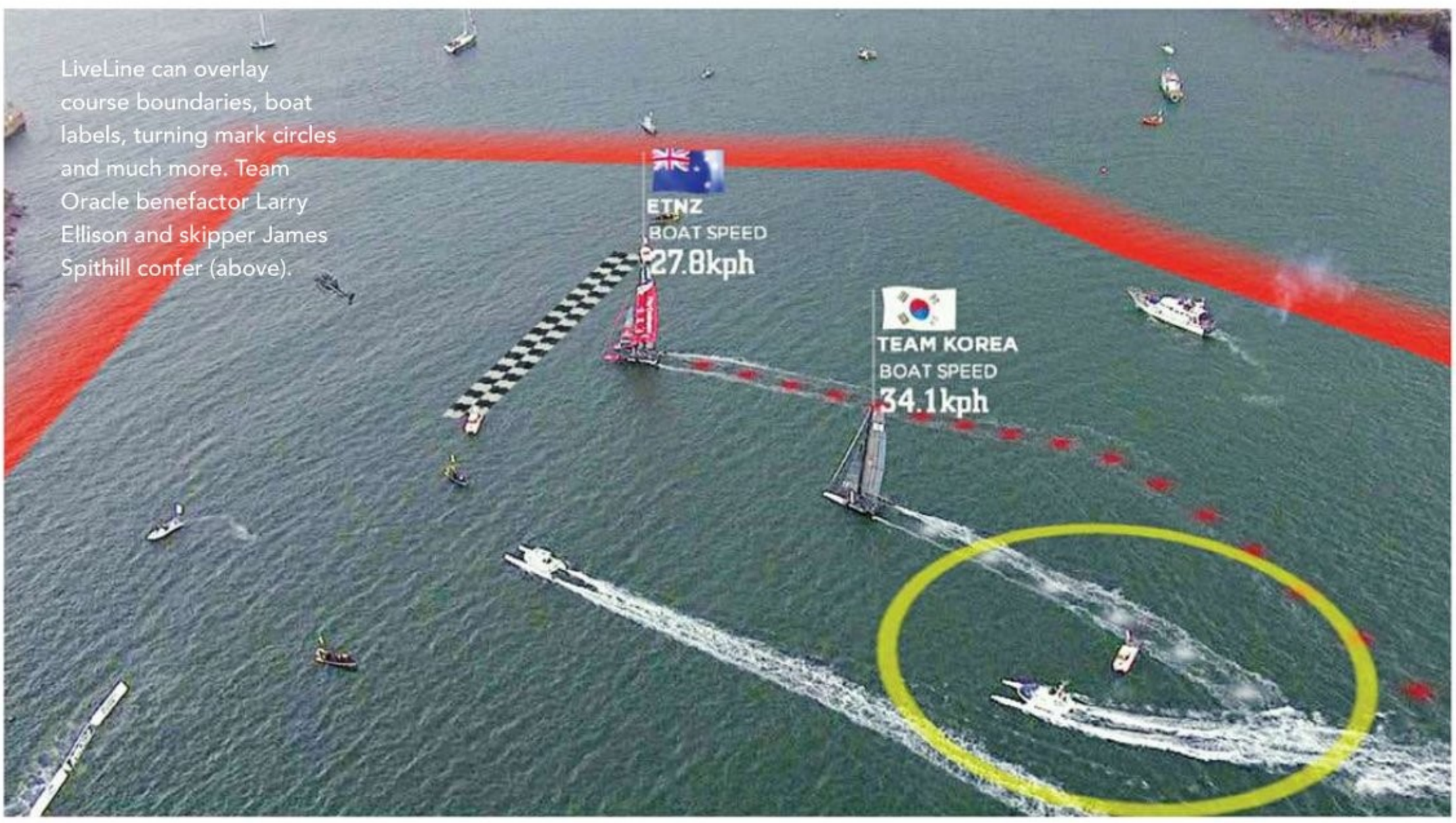
Before you pull up the America's Cup YouTube channel to see some of the footage already generated, it helps to learn a bit about the technology behind the scenes, and the history too. The Cup has always been an unusual competition, because the winner gets to manage the next round of racing. Many of the unsuccessful challengers would argue that the New York Yacht Club maintained its dominance by manipulating the rules, but worse things happened once the Cup started bouncing around the globe in 1983.

The event hit bottom during the 2007-to-2010 round, when the Swiss defender couldn't or wouldn't come up with boat design and racing rules the American "challenger of record" thought reasonable. As a result, the competition took place mostly in courtrooms and culminated with dull racing held far offshore in mismatched and teched-up multihulls. It didn't help the sport's popularity that the two small yacht clubs involved were obvious fronts for aggressive billionaires. In retrospect, though, one can picture how challenger Team Oracle — led by Oracle Corp. founder and serious yachtsman Larry Ellison — used the agonizing delays of AC33 to get charged up about what it could do with AC34.

In fact, as soon as Oracle had won the Cup off Spain, Ellison's crew rapidly created large, talent-rich and well-funded AC34 management organizations, which reconceived the next round in every way. The concept, more NFL than NYYC, is unapologetic professional racing in extreme boats on tight courses close to shore, stadium style. The main San Francisco event in 2013 — to be raced in custom 72-foot catamarans capable of speeds of more than 30 knots — would be preceded by a first-ever AC "World Series" fought in a fleet of matching 45-foot carbon cats so lively that the athletes on board, including many veterans of Olympic small-boat racing, often work at maximum pulse rates. There's also a challenging tactical component to short-course racing this fast, plus a dash of NASCAR, since the AC45s can suddenly nosedive, flip or even cartwheel when seriously powered up. Hence the crash helmets.

This concept took, and by the time the ACWS reached San Diego after races in Portugal and England, it included eight sponsored teams representing perennial challengers like New Zealand and France along with new ones like China and Korea. And crack teams from Italy and the UK will join the starting lines when the series makes port in Naples and Venice, Italy, and Newport, Rhode Island,





LiveLine can overlay course boundaries, boat labels, turning mark circles and much more. Team Oracle benefactor Larry Ellison and skipper James Spithill confer (above).

GILLES MARTIN-RAGET (TOP)

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in the months ahead. AC34 chartered a cargo ship to cart the 45s, 25 support vessels and umpteen containers of gear. The kit even includes tall cranes to put the ultralight cats to bed on windy evenings lest they fly off their moorings! So, yes, Larry Ellison and company have proved themselves darn serious about reinventing the America's Cup. Here's a look at how technology is helping.

ULTRA TELEMETRY

No one has attempted to manage and umpire sailboat racing that's as intense as the AC34 World Series. How, for instance, can an umpire consistently call early starts when they involve a dozen very quick boats, each with two bows and a bowsprit and which are driven by experts at getting over the line first? The key component is a gray Frisbee-size NovAtel GPS located exactly on center at each AC45's stern. Using an onshore reference station set up by America's Cup race management (ACRM), this GPS is accurate to better than an inch 10 times a second, no matter how the AC45 dances. Now imagine this level of position and motion information combining with similarly accurate heading, heel and pitch data and then zipping ashore via ACRM's private high-power Wi-Fi network, and you'll start to fathom the ultra telemetry underlying AC34.

Indeed, while thousands of humans intently watch the racers, a computer farm whirring away in a windowless container is better at "seeing" where they are. Meanwhile, similarly accurate telemetry is coming from the support fleet, especially the mark boats that define the ends of the start and finish lines and other course elements. The chief umpires are also in a container, intently monitoring a special tracking program. They also have numerous video feeds and are in touch with colleagues on personal watercraft chasing the racers — ACRM is thorough, and prepared for system failures too — but the telemetry technique is working very well. For instance, high-definition starting line videos purportedly demonstrate that boats just two inches over the line have been penalized while boats two inches behind weren't.

"TEN BOATS TEARING AROUND AT 35 MPH, GOING TO SET THE GENNAKER: IT'S JUST AWESOME. UPWIND 14 TO 18 MPH, THEY'RE FUN TO THROW AROUND IN THE PRE-START."

— JAMES SPITHILL, skipper, Oracle Racing

I'm told that one result of ACRM's ultrafair umpiring system is that the sailors are spending less time and energy arguing about race incidents. ACRM is not only helping them focus, but also has done away with dreaded post-race protests altogether and is using its data network to modernize the racing in many other ways. Bright flashing LEDs placed strategically on the cats but run by the umpires quickly called penalties, which were announced to racers and fans. The LED signal network also oversees the mostly virtual boundaries, ensuring that spectators will never again see a Cup match racer maneuver its opponent over the horizon — boring! The virtual boundaries also let spectator vessels stand in close to the action.

In fact, ACRM can change the boundaries and marks on the fly, both to keep races on schedule (consider that, network TV) and to realign the upwind and downwind gates in shifting conditions so

STAN HONEY: SAILOR-GEEK EXTRAORDINAIRE

The talent story behind AC34 is deep and wide, but it's hard to top the merging of Stan Honey's two remarkable careers. In the racing world, Honey is well known as a professional offshore navigator and, in fact, was named U.S. Sailing's 2010 Rolex Yachtsman of the Year for his critical role in cutting the nonstop circumnavigation record to 48 days aboard the 103-foot French trimaran Groupama 3. (Three more days were lopped off that record in December by the same skipper, Loick Peyron, who also helms the French AC34 Energy Team.)

Blue-water cruisers also venerate Honey for organizing the SailMail Association, which provides free e-mail nearly anywhere on the oceans over SSB (single sideband) and ham radios. But on land, his tech talents had more impact at Sportvision, the company that famously inserted the digital yellow "first and 10" line into televised football. Co-founder Honey and his team went on to overlay tracking on 200-plus mph NASCAR racers, make pro baseball easier to follow with the live pitch and strike zone graphics, and much more. But while he holds 21 patents for TV special effects and eight for navigation, making AC34's LiveLine graphics work was his biggest challenge yet.

I can't imagine a person better qualified to be the Cup's director of technology, especially after seeing Honey in action. It happens that my reporter luck ran counter to his tech luck in San Diego, and so I got to see him under duress, troubleshooting a software glitch on the committee boat one day and dealing with sporadic interference from an unknown source to the LiveLine helicopter video feed the next. The man is unflappable, and the obviously revered hub of the extremely capable team he put together. I have no doubt that several new star racers will emerge as AC34 progresses, but don't forget the older, mild-mannered guy taking care of business behind the scenes.



BEN ELLISON

that the tactical decision about whether to go left or right out of one is all the more challenging. This dynamic course setting is possible because the mark boats maintain position with their outboards instead of anchors — the second generation will use dynamic positioning (see "The FRB13, Your AC34 Ride?" below) — and because the race master can push new course geometry out to the mark fleet instantly. This is where Garmin got deeply involved with AC34.

First chosen as the electronics supplier to the support fleet, Garmin later became an AC34 partner and had an engineering team work with ACRM. That's why each of the mark boats, and many of the other boats in the support fleet, has two large Garmin touch-screen displays. One is networked to standard radars, depth sounders, etc. and used for regular navigation, while the other uses ACRM's wireless network to track all the AC vessels and the course. The support fleet also carries networked ultrasonic wind sensors (though the racers have to use their eyes). So on the committee boat, principal race officer John Craig can monitor wind conditions all over the course and if needed tweak the location of a race gate on a dedicated PC program that will then calculate the total course time for a typical AC45. If the change looks good, Craig then submits the new course to the network, it pops up on all the ACRM Garmins, and the mark boats move as needed.

70'6"
the height of an AC45's mast



I got an impressive demonstration of this first-ever high-tech race management, and Garmin is justifiably proud of its involvement. Moreover, while I was aboard the committee boat, Garmin management and ACRM staff were discussing how at least parts of the system could be adapted for other sail events. And there are more ways that AC34 technology may trickle down to recreational boating — for instance, wouldn't you like to know to the accuracy enjoyed by AC umpires where the kids took your tender? — but I have yet to explain the most spectacular result of AC34's ultra telemetry.

LIVELINE

To turn the America's Cup into a truly gripping professional sport, perhaps the greatest challenge is broadcasting it so that we can feel

THE FRB13, YOUR AC34 RIDE?

In AC34 style, most of the support vessels are purpose-built, innovative and sharp looking. You can't miss the wave-piercing power cats bearing large FLIR gyro-stabilized cameras, for instance, as they zip among the race boats pulling less wake than the tricked-out PWCs the on-course umpires ride. Notice too how the special "ambulance" RIBs are equipped with jet drives so they'll do no harm at the scene if one of the cats cartwheels. But the AC34 boat that might make a difference in your life is the FRB13.

The design is actually the second edition of AC34 mark boats, and hull No. 1, *America*, was just being commissioned in San Diego, fresh from the builder in China. But I saw enough to appreciate how well designed this 45-foot power cat is for tending both marks and — heads up! — groups of privileged AC fans. Consider, for instance, twin Volvo Penta IPS450 drives able to push the cat to 28 knots but also able to hold GPS position at the touch of a button. According to plan, there will be six FRB13 mark/VIP boats at all future AC34 venues, each named after a former Cup winner and each with three spacious observation areas. The design also features dual heads, a catering galley and a big screen for watching ACTV, perhaps during those periods when the racers aren't flying by "your" mark!

As I write, the AC34 site (*www.americascup.com*) has not yet posted information about "VIP opportunities" during the upcoming World Series events, but they were abundant and much enjoyed in San Diego. The AC Event Authority (ACEA) set up an elaborate area — picture tents, teak decking and landscaping — high on the flight deck of the historic carrier *Midway*, where VIPs were treated well when not cruising around in a fleet of chartered RIBs. Given that *VIP* seems to be defined as honored Cup alumni, ACEA partners of all sorts, corporate hospitality groups and just plain fans willing to support the new Cup racing with a serious ticket purchase, I'm fairly confident that you can get a berth on an FRB13 if you're sufficiently motivated.



Note that besides the racing you'll get a close look at the ACRM technology discussed in the article, not to mention state-of-the-art boat systems. While one 15-inch Garmin screen on each FRB displays all the high-precision race telemetry and up-to-the-minute course details, the other is networked with a full suite of Garmin's civilian navigational gear. The FRBs are also fitted with BEP Marine's CZone digital switching system and a complement of Mastervolt power components. Need I add that I'm hoping to finagle an FRB13 ride too?

BEN ELLISON (BOTTOM); GILLES MARTIN-RAGET (TOP)

SENSORY OVERLOAD

TO VIEW MORE PHOTOS AND VIDEO FROM THE AC WORLD SERIES, VISIT YACHTINGMAGAZINE.COM.



This containerized TV broadcast booth, which rivals permanent installations, will travel in AC34's ship to Naples, Italy, Newport and San Francisco this year.

RICARDO PINTO

the adrenaline flowing on the cats and understand what the heck is going on. AC34 equipped each race boat with four remote-control HD cameras and more than a dozen microphones. In San Diego there were also three camera helicopters, multiple camera boats and a maze of containers that looked like ESPN studios inside. But the secret sauce is a new technology called LiveLine.

Previous broadcasts often cut away to gamelike virtual simulations of the race to illustrate the lay of the course, which boat was ahead and the tactics in play. That helped, and in fact one ACTV container houses the same simulation experts, though now their work is largely a backup in case the much trickier LiveLine fails. That's because LiveLine — which overlays the boat's name, speed, distance to mark and much more right on top of live helicopter video — is the perfect complement to the race narrators but is almost ridiculously difficult to do.

Frankly I'm still impressed with the yellow first-down line overlay that was so useful watching the Super Bowl, even though I've learned how it's done. A video processing computer knows exactly where the camera is relative to the field's geometry and to wireless sensors built into the down markers. The turf color is treated as a reverse mask, and thus the processor knows to lay the digital yellow line only over green, and it ends up looking like it was magically painted on the field. You've probably seen similar overlay magic done with hockey pucks, NASCAR racers and strike zones, but consider the dynamics of LiveLine with the camera in a helicopter and all the race elements so far away that even a miniscule geometry error will lead to an obvious overlay mismatch.

So LiveLine is where AC34's latest boat and course telemetry really pays off, and apparently the helicopter is tracked with 10 times more precision in all directions than the boats are. Who put all this together? No less than the same team that invented the yellow down line and many other professional sport enhancements, which happens to be headed by a gentleman who is also an expert sailor. Check out "Stan Honey, Sailor-Geek Extraodinaire" to read about AC34 Director of Technology Stan Honey and say hallelujah for the existing fans of the America's Cup and the new ones to come.

I don't know if AC34 will succeed in its goal of turning ordinary Americans into fans, but I'm convinced that anyone who's ever had a passing interest in how wind on the water can become speed and sport should zero in on the new Cup. I'm also aware that some sailors fear that once AC34 moves up to the bigger boats it might again become a battle of competing technologies and maybe even lawyers, but I have a different theory.

Larry Ellison may be one of the most competitive guys on earth, but wouldn't a second Cup victory be sweetest if won on an ultrafair playing field in front of a huge crowd? In fact, I think Ellison may become a boating hero, not for winning the Cup once, twice or more, but for making it a truly great sporting event. Let's watch and find out! ❑

Author's note: *Ben Ellison is not related in any way to Larry Ellison but is* YACHTING*'s electronics editor.*

"TODAY THE JIB WRAPPED AROUND THE FORESTAY. … WE HAD TO BEAR OFF AND … THAT WAS THE RACE GONE. I WOULD SUSPECT I OWE SOME APOLOGIES TO THE TV, SOME 'BEEP BEEP' MO-MENTS THERE."

— TERRY HUTCHINSON, Artemis Racing

BE

Building on LOVED

THE NORDHAVN 63 WILL TAKE YOU PLACES THE CLASSIC 62 CAN'T GO.

BY PETER SWANSON

THE GREAT CANADIAN AUTHOR GEORGE FETHERLING COMPARES RUNNING AWAY on a tramp freighter to a religious pilgrimage, without the sacred destination. The author of *Running Away to Sea* writes that life aboard ship is "as much an escape from one place as a deliberate attempt to reach another." One of the three great American fantasies, a freighter voyage lacks that soul-sucking downside, which, Fetherling says, dooms to failure those enthusiastic amateurs who engage in the other two — starting restaurants or bookstores. Quite the opposite, going to sea is liberating.

The builders of Nordhavn yachts get that. The vessels conceived on the drafting tables of Pacific Asian Enterprises have long been known for a gray, industrial look evocative of working trawlers. One model in particular, however, has addressed our freighter fantasies directly: the Nordhavn 62, with its aft superstructure and long foredeck. PAE has sold 38 N62s to ocean-roaming owners since the model's first launch in 1993.

An adventurous Scotsman named Nigel McLeod, whose grandfather had been a sea captain, was ready to trade up from his Nordhavn 47 and hankered for an N62. "It was the freighter look with that big sweep of the bow. I liked the aft pilothouse, and I really liked the layout when you walked on the boat," McLeod says. "My son was turning 17, and he and I wanted to go down to the Caribbean. If we got fed up with that, we'd go through the Panama Canal to the Pacific."

Only one problem: The next boat had to fit through a canal that leads to McLeod's "hurricane hole" of a berth at Hilton Head. The canal lock measures 20 feet wide, but is actually narrower because of its rubber fendering. The N62 has a beam of 19 feet, 10 inches. The Nordhavn 60, a more recent forward pilothouse design, was narrow enough to transit the lock, but McLeod was determined to have his freighter.

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The design team of PAE partners Jim and Jeff Leishman brainstormed to find a solution, and the result offers us excellent insight into how the company develops new models. "We were doing all sorts of design gyrations to try to figure how we could get the 62 narrower, and it just got ridiculous," Jeff Leishman says. "The 60 would fit, but he didn't like the forward wheelhouse on the 60, so I thought, why don't we just design an aft wheelhouse on that hull? He was interested so we drew something up, and that's how it came about." (The Nordhavn 60 was itself a customer-driven design. A buyer considering a Nordhavn 55 wanted more deck space, which meant stretching the hull.)

McLeod graciously allowed YACHTING on board for a sea trial of the new N63 with Nordhavn commissioning manager John Hoffman. Of course I'd seen the renderings before arriving at the company's base in Stuart, Florida, but when I saw *Silver Spray* for the first time I was nonetheless taken aback. She shared basics with the 62 — aft house, sweeping foredeck — but *Silver Spray* was much less the gray lady, positively stylish by comparison. And stepping through a watertight ship's door into the salon makes for a dramatic transition to airy, cherry-wood elegance.

The boys at Nordhavn have confessed: The 63's updated styling, particularly the superstructure, is the product of an enlightened design philosophy that takes into account female sensibilities and acknowledges that most of today's yacht purchases are his *and* her decisions. The workmanship throughout the 63 is finished to contemporary megayacht standards, a level of workmanship that Nordhavn has applied to all of its models, regardless of size, ever since PAE began building boats more than 70 feet in length.

The accompanying photos describe the salon better than words, but the galley has features deserving emphasis. Rather than, say, occupying a corner of the salon, the galley is a defined space of its own — an elongated U-shape on the same level as the salon — that's big enough for two people to move around in, but arranged to still keep everything within easy reach of the cook. Above the sink and counter, a panoramic pass-through encourages a social connection between those preparing a meal and those waiting to be fed.

Three steps down finds you among the accommodations, including two nearly equivalent staterooms with queen berths. *Silver Spray*'s master is just forward of amidships, with head and shower en suite and berth aligned athwartships. The guest stateroom is at the bow with en suite head and shower and is also accessible for day use. An alternative arrangement adds a third stateroom with a single berth but takes the second head out of the forward stateroom. These spaces are replete with drawers, shelves and lockers — too many to itemize.

Two compartments lie below. One is "wine cellar" stowage accessed through a hatch forward. The other, at the bottom of stairs, is a laundry room with a second freezer and bunks for two crew. Here too is a door to the engine room, which is also





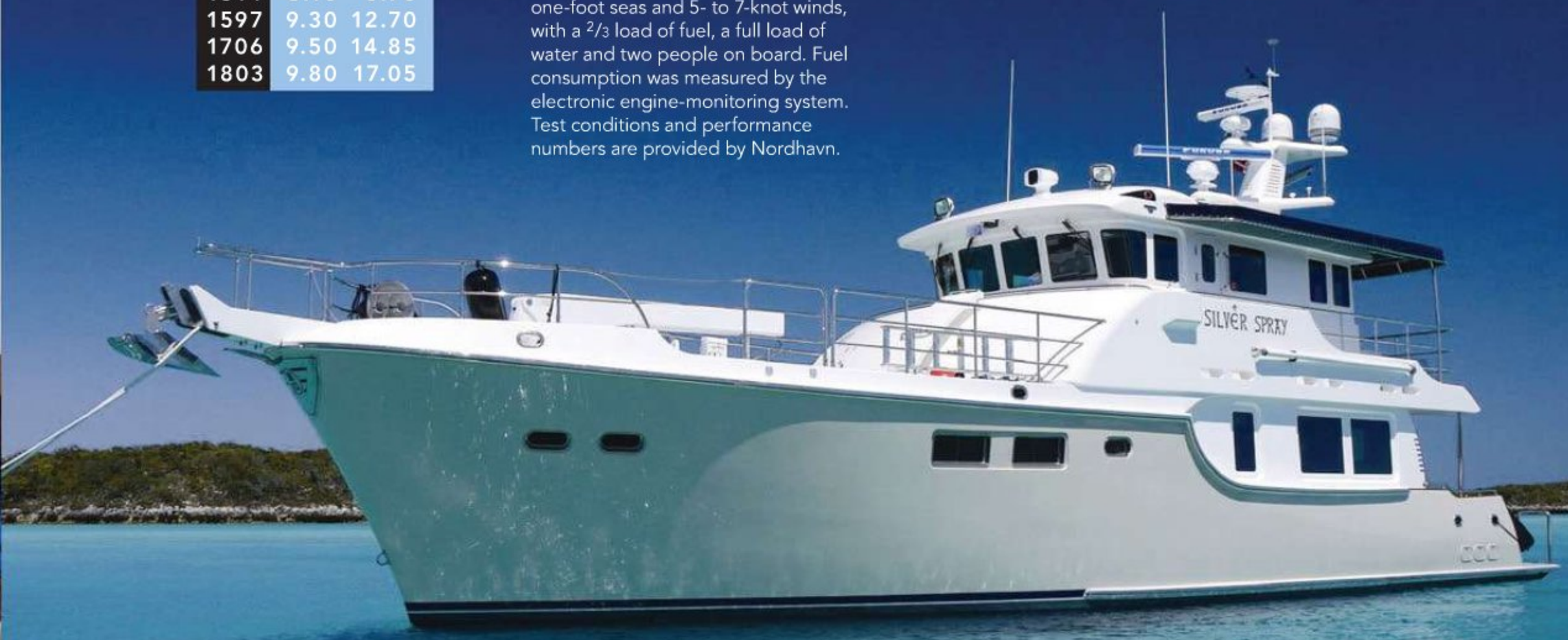
Clockwise from above: With her superstructure aft, the N63's expansive foredeck can accommodate a 17-foot RIB and davit. The cherry interior shows the attention to detail with which all Nordhavns are built. The master berth lies athwartships and just forward of amidships for a comfortable night's sleep while on passage. The N63's helm features a chair by Stidd and instruments by Furuno. The N63 at anchor in the Bahamas (opposite).

RPM	KNOTS	GPH
1216	7.55	5.30
1314	8.10	6.70
1597	9.30	12.70
1706	9.50	14.85
1803	9.80	17.05

TEST CONDITIONS: Speeds were measured by GPS in the Straits of Florida off Juno Beach, Florida, with one-foot seas and 5- to 7-knot winds, with a 2/3 load of fuel, a full load of water and two people on board. Fuel consumption was measured by the electronic engine-monitoring system. Test conditions and performance numbers are provided by Nordhavn.

EXPLORE MORE

FOR A PHOTO GALLERY OF THE N63 AND HER PREDECESSOR, THE N62, GO TO YACHTINGMAGAZINE.COM.





The galley's proximity to the salon keeps the cook in the conversation.

LOA: 62'6"
LWL: 57'3"
BEAM: 18'0"
DRAFT: 6'8"
DISPL.: 130,000 lb.
FUEL: 2,500 gal.
WATER: 600 gal.
HOLDING: 120 gal.
GRAY WATER: 110 gal.
CONSTRUCTION: Fiberglass

DESIGN: PAE/Jeff Leishman
GENERATOR: 1x Northern Lights 20 kW 240V
BOW THRUSTER: Side-Power
ENGINES: 1 x 330 hp John Deere 6081AFM diesel
CRUISING SPEED: 8 to 9 knots
RANGE: 3,000 miles
BASE PRICE: $1,850,000

accessed from the cockpit.

Opposite the galley to starboard, stairs lead to the N63's spacious pilothouse with doors port and starboard to the lounge deck and Portuguese bridge. There is an L-shape settee and navigation station to port and a helm chair to the right of center. Behind the settee is a watch cabin with a double berth and an adjacent head and shower. Add up the berths, and *Silver Spray* sleeps eight with room on settees for a few more.

One of the most useful features of the N63's "freighter" design is a foredeck that can handle a 17-foot RIB. A full-displacement vessel is a slow boat, and anyone who has ever cruised in one appreciates a fast tender, especially one big enough to carry the entire crew. To lift that tender over the side, the N63 comes equipped with a $40,000 Steelhead ES telescoping davit with a lifting capacity of 1,500 pounds.

The beating heart of the N63 is a 330-horsepower John Deere engine, which, in the best Nordhavn tradition, is keel-cooled to enable a dry-stack exhaust. With capacity for nearly 2,500 gallons of diesel distributed among four tanks, she will have a range of at least 3,000 miles at approximately 7 knots. Though a "get home" second engine is optional on the N63, a prudent mariner will think long and hard before going to sea without one. *Silver Spray*'s wing engine is a 65-horsepower Lugger diesel with a folding prop, capable of driving the vessel at 4 knots.

When I took the helm, Nordhavn's John Hoffman suggested I take my hands off the wheel to see what would happen: nothing — *Silver Spray* tracked straight, as if on autopilot. Hoffman, who has delivered more than 50 Nordhavns, says the N63 is unique. "I don't know why it is, but she steers on a line," he says.

Of course, the Leishmans knew the N63 would be a better sea boat than the old 62. Like all recent Nordhavn designs, the 63 carries her beam aft with an underwater shape that flattens near the stern. Compare that with the sailboat-type lines of the N62 hull. "With fuller stern sections, you get a bigger lazarette and bigger load-carrying capacity. You get a better pitch motion," Jim Leishman says.

I couldn't help but wonder if the aft superstructure on top of those wide haunches had anything to do with the boat's fine tracking. For certain, motoryachts with their "sail area" aft swing less at anchor than boats with equivalent windage forward, but Leishman doubts windage is much of a factor under way.

At the risk of perpetuating the cultural stereotype that Scots are a frugal lot, the N63 had another factor in its favor. It cost less than a $2.2 million Nordhavn 62. Built at Nordhavn's South Coast factory in Xiamen, China, the price tag for Hull No. 1 of the N63 was well under $2 million. And despite the worldwide economic downturn, four more are being built as you read this — all because one adventurous, discriminating buyer needed to squeeze through a lock. ❑

Nordhavn, 949-496-4848; www.nordhavn.com

Art in Motion

This Perini Navi 56-meter ketch proves that fashion

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and speed make fine shipmates. By Dennis Caprio

Oh, my, how easily a 184-foot sailing yacht becomes the perfect vessel. Her once overwhelming size diminishes with familiarity, especially when she's in the company of siblings gathered for a couple of days of racing. Her luxurious and spacious accommodations, though never taken for granted, make strangers feel welcome. *Fidelis*, a 56-meter Perini Navi ketch, is a perfect example. After spending a day aboard her during the Perini Navi Cup in Porto Cervo, Sardinia, this past September, I realized that she, and others of her ilk, could be the ultimate in world-girdling cruising yachts.

At sea, big is always better than small, especially if the naval architect and builder get all of their sums correct. A well-designed, 56-meter heavy-displacement yacht has a gentle motion, a long waterline for high average speeds and enough freeboard to keep the seas from mounting the deck. It also has a tremendous amount of usable volume belowdecks, which provides the owners, and their interior designer, with more options than they can easily consider. Over a bottle of limoncello and several cups of espresso, the sensitive designer will have discovered enough about the clients to mingle his pet ideas with theirs. The happy result: The designer has fun and the owners love their yacht.

Yachts of this size and complexity require many brains to design, style and engineer. Ron Holland provided the naval architecture in collaboration with Perini Navi's design staff, and his input shows in *Fidelis*' clean wake. You'd expect such a heavy yacht to dig a big hole amidships and sculpt a frightful quarter wave in her effort to exceed the traditional speed/length ratio of 1.34, but Holland's design keeps wave-making resistance to a minimum. Even at 1.34, *Fidelis* has a top speed of 16.45 knots, but I had no way to confirm her ability to reach, or exceed, that speed in the light air off Porto Cervo. On the upside, the ratio of sail area to wetted surface allowed her to ghost along at 5.4 knots in a true wind speed of 8 knots, 40 degrees to the apparent wind.

Fidelis is the 10th example of the 56-meter series, which began in 2003 with the launch of *Burrasca*. All of these, save the sloop *Salute*, are ketches. Perini's design team styled the entire 56-meter series, and keen observers easily will recognize the similarities among the fleet. They'll need an even keener eye to spot the differences. Most are subtle and appear in the superstructure, because the hull of each 56m is the same as every other. Perini Navi builds the aluminum shell of these yachts at its yard in Turkey, and commissions them at the yard in Viareggio. Aluminum doesn't require permanent tooling, so alterations in the characteristics of the superstructure are relatively easy and economical. Perini's willingness to accommodate the client's preferences lets owners establish a personalized identity for the public face of their yacht.

Owners rarely get the chance to see their Perini Navi from the perspective they need to in order to embrace every nuance of its exterior design. Most often they're too close, but inside the yacht, close is good, as I discovered when I stepped from the afterdeck through one of the curved glass doors and into the salon of *Fidelis*. The word *clutter* doesn't exist in this owner's lexicon, and because of that, the main salon made me think of a desert landscape dotted with exactly the number of dwellings necessary to support its small population. Perini's interior design team, headed by the legendary



Guests have direct access to the quarter swim platform from the dressing room aft. This perfect grouping (below) in the main salon invites lively conversation or a home-theater experience.



BIG ACTION

SEE VIDEO OF THE PERINI NAVI CUP AND A COMPLETE PHOTO GALLERY AT YACHTINGMAGAZINE.COM.





THE PERINI NAVI CUP: RACING WITH A SMILE

1. The 62-meter *Felicita West* stalks *Fidelis*. 2. Fabio Perini presents overall winner's trophy to Chris Gartmore, skipper of *Maltese Falcon*. 3. The foredeck crew aboard *Helios* hustles to hoist the gennaker. 4. If you think that power sail-handling eliminates the human effort, you haven't tried to tame a gennaker that's large enough to cover a Tuscan village. 5. *Maltese Falcon* overhauls *Heritage M*.







GIULIANO SARGENTINI/PERINI NAVI

LOA: 183'9"
LWL: 150'11"
BEAM: 37'10"
DRAFT: 13'0" keel up, 31'11" keel down
DISPL.: 1,201,519 lb.
FUEL: 14,000 gal.
WATER: 4,490 gal.
ENGINES: 2 x 1,450 hp Caterpillar C32 ACERT diesels
SAIL AREA: 16,146 sq. ft.
SPEED: 15 knots at maximum power
RANGE: 3,500 nm at 12.5 knots



While the full-beam master stateroom is nearly 35 feet across, a welcoming color scheme and furnishings help retain its cozy feeling.

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TO VIEW AN EXTENSIVE PHOTO GALLERY OF *FIDELIS*, VISIT YACHTINGMAGAZINE.COM.



This cantilevered desk looks smaller than it is. Parchment-covered chests flank the staircase (right) to the flybridge. Barrel chairs in the master suite (below) are very comfortable.





GIULIANO SARGENTINI/PERINI NAVI

Bernardo Chichi, and the owners selected whispering earth tones, accented with shouts of black and dark wood, reds of the U.S. Southwestern desert and shiny metal. This blend of soft and hard, with intimate islands of furniture and throughways of wide teak planks bleached to the color of sand nearly stopped my heart.

The decor, however, *did* stop my progress. A pair of full-figure sofas and a handful of equally inviting, slightly overstuffed armchairs on the flanks beckoned me to sit a while, sip champagne and listen to tales from the previous day's racing. I sampled a chair, but the champagne and companions failed to appear. Other treats did. Even though we were in race mode, stewardesses flitted to and fro — outbound carrying a variety of victuals and drinks from the galley belowdecks to the many guests taking shelter from the sun on the afterdeck or watching our progress around the buoys from the flying bridge; inbound carrying empty glasses, plates and the detritus of lunch. They moved very quickly and quietly and seemed immune to the yacht's motion and angle of heel, such as they were in the light conditions.

A pair of glass pocket doors, elegantly curved and framed in stainless steel, separates the interior's salon from its counterpart on the afterdeck. When the doors are wide-open, the two salons become one and traffic flows easily in both directions. The structure that surrounds the staircase on the yacht's centerline divides the main salon into two distinct sections. Forward of the cozy seating area that I'd occupied earlier, I found an open space containing an intimate dining table for eight on the port side and a game table for four opposite. Large windows on both sides of the main deck absolutely flood it with natural light, and the area is so spacious that a teenager on a skateboard might find it an irresistible venue.

When the owner guided my tour of the lower deck, we descended from the main salon via a loosely spiraling staircase that terminates in a large foyer off the master stateroom and the four smaller staterooms forward of amidships. This is the lower section of the centrally located stairwell, which connects all the decks and gives the owners and their guests easy access to all levels. The treads rest on stringers, clad with polished stainless steel and defined by their gracefully changing depth throughout the rise. A single open balustrade on each side and the absence of risers give the staircase a delicate appearance and prevent it from dominating the spaces near it. If the staircase were human, it would be a ballerina supine on a chaise.

The master stateroom spans the entire beam, and when we entered, the owner told me that he and his wife may have overindulged a bit. Allowing for the intrusion of framework, insulation and decorative panels along the inside of the hull,

The master stateroom from *her* side. An elegant desk dominates *his* side. Command central (below). Breakfast for two on the flying bridge (bottom).





this stateroom is about 35 feet across. To my surprise, this huge area felt wonderfully cozy, and I think I know why — muted colors, simple lines, cylindrical shapes. From the foyer you may enter the stateroom via a door to starboard of the centerline or to port. Each entrance reveals a unique ambience. The portside door opens onto the office area and face-to-face with a schizophrenically elegant desk. Anchored on one side by a thick tapered base — home for a few drawers — the desktop cantilevers in a subtle curve to its terminus. This mostly dark brown piece has a white insert where a conventional blotter would rest, and that opens onto a shallow stowage space.

Entering via the starboard door leads you to an intimate sitting area, dominated by a puffy armless sofa, a simple coffee table and two barrel chairs, covered in butterscotch leather and off-white fabric seat cushion and back. A king-size bed occupies the place of honor on the centerline. The massive dressing room/closet and two heads — his on the starboard side, hers opposite — occupy a significant amount of area between the main part of the cabin and the machinery spaces aft. Although the oval shape of the foyer encroaches on the stateroom, it does so in a pleasant way, psychologically separating the two sides of the stateroom.

As you'd expect of any good sailing yacht, proof of its value lies in the performance. Although modern steering systems — joystick control under sail among them — isolate the helmsman from tactile feedback, that doesn't take anything away from the thrill of helming a large and powerful yacht through the water. Perched on the flying bridge and steering from the high side, watching the water rush by the rail more than 30 feet below you, could stop your heart. Any techno-enthusiast owner simply has to marvel at the systems and Perini Navi's skillful installation. If he also wants to keep fit, he may join the foredeck crew. In spite of the powerful captive winches doing the true grunt work of handling the sails, the guys and gals on the foredeck still have to heave, en masse, on the lazy sheet while the hydraulics furl the genoa so it clears the inner forestay during the tacks.

Lovely yachts and an enthusiastic group of owners endeared me to the world of Perini Navi, and I look forward to another injection of their camaraderie. ❑

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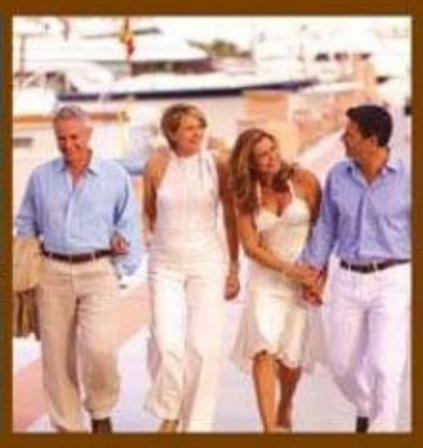
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Very high frequency (VHF) radios have been a staple in the marine navigation and communication industry for more than half a century. And, like all things in the tech world, VHF radios have evolved — from early models offering limited communication and broadcast capacity to today's AIS- and GPS-linked units that look more like a gadget from a James Bond film than they do their antiquated ancestors. Though they are vastly improved, one thing remains the same — VHF radios are essential to safety and comfort at sea. To read more on the state of these radios and their ever-growing capabilities, turn to Electronics on page 64.



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High-Frequency Life Links If your radio is a dinosaur, it's time to explore the current state of VHF.

By David Schmidt

Very high frequency (VHF) radio technology came of age in the 1950s, offering line-of-sight communication and broadcasting capacity for television and radio channels. As the technology evolved, yachtsmen were presented with a reliable means of getting weather information and communicating boat-to-boat and boat-to-shore. With transmission power ranges between one and 25 watts, VHF's effective range of five miles for ship-to-ship communications and approximately 60 miles for elevated antennas might seem limited compared with that of modern smartphones, but remember that VHFs are independent of cell towers and satellites.

Today, VHFs serve a vital and dynamic role aboard vessels large and small. "VHF technology has changed a ton in the last 10 years," Capt. J. Sharkey said. "Now there's DSC [digital selective calling], and some units are coming with built-in AIS [automatic identification system] that's interfaced with the electronics package." Modern, feature-heavy VHFs come in both fixed-mount and handheld models. While the former benefits from a reliable power source, higher transmit power and a taller antenna, contemporary handhelds are typically waterproof or weatherproof, powerful and sometimes buoyant. This article looks at the features that are driving the conversation on fixed-mount Class D VHFs, although some of these technologies are germane to handhelds.

Modern VHF radios play a far more dynamic role than their predecessors in maintaining the safety of your boat.

DIGITAL SELECTIVE CALLING

To increase the likelihood that a pan-pan or mayday call is heard by the U.S. Coast Guard *and* a network of boaters, the International Maritime Organization developed digital selective calling as part of its greater Global Maritime Distress Safety System. DSC became a SOLAS-class (DSC Class A and B) requirement in 1999, and Class D (non-SOLAS class) DSC hit the professional and recreational markets soon thereafter. Class D is now a minimum requirement for all new VHFs sold in the United States. "DSC is to maritime communications what the compact disc was to the audio world 30 years ago, literally bringing us into the digital age," said Brian Gifford, the national warranty manager of Navico (*www.navico.com*).

DSC-enabled VHFs act like telephones, allowing you to directly call other DSC-enabled radios via the vessel-specific, nine-digit Maritime Mobile Service Identity (MMSI) number. MMSI numbers are integral to both DSC and AIS, so the Coast Guard highly encourages users to obtain their MMSIs. Amazingly, this message is often unheeded. "The majority of boaters don't have their MMSI number, or their VHF isn't wired properly," said Jason Kennedy, the executive vice president of Standard Horizon (*www.standardhorizon.com*). "DSC only works if people are properly hooked up."

While some DSC-enabled VHFs offer position polling and waypoint navigation, the real magic — and an interesting conundrum — emerges when someone with an MMSI and a DSC-enabled radio that's connected to a GPS presses the distress key: An alert call is broadcast on Channel 70 and is automatically picked up by all nearby DSC-enabled vessels, triggering alarms aboard their vessels and automatically providing the distressed vessel's MMSI and position. Once the DSC call is received, all involved parties' radios automatically switch to Channel 16 for voice conversations.

Troubles arise, however, when DSC distress calls are initiated in areas of high traffic volume, because the automatic channel switching is dangerous for people engaged in time-sensitive VHF work, say harbor pilots and tugboat operators. Because of this, the Coast

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Fixed-mount and handheld VHFs, like these from Simrad, are expanding VHF capabilities.

Guard issued a press release in April 2010 stating: "The USCG strongly recommends disabling the automatic channel-switching feature when maintaining a listening watch or communicating on the designated bridge-to-bridge radiotelephone, or while monitoring the vessel traffic services (VTS) channel. Radios that lack the disabling feature should not be used for bridge-to-bridge or VTS communications."

All new DSC-enabled VHFs are required to come with the ability to override the channel auto-switch function, as well as the manufacturer's set time delay, before the VHF unit switches to Channel 16. Not everyone agrees with this strategy, however. "I see it as a step backward," Kennedy said. He argues that auto switching isn't a problem in most areas, including Puget Sound, which sees plenty of commercial and recreational traffic. "Instead, let's mandate a class of commercial VHFs. You can't put an outboard engine into a tugboat — why is a VHF any different?"

AIS

While AIS and VHF share similar components, they have historically been stand-alone units. This is changing, however, as new models, such as Standard Horizon's Matrix AIS+ or Garmin's VHF 300 AIS (*www.garmin.com*), come bundled with built-in, listen-only AIS capabilities, allowing a user to see other AIS targets — and call them directly — from his VHF.



The obvious drawback with integrated VHF/AIS is visibility — namely, that other AIS-equipped boaters can't see your vessel. "If the user wants to receive AIS information and transmit his Class B data for other AIS-equipped vessels to see, he'll still need a two-unit solution," Gifford said. "There isn't a combined VHF and integrated AIS Class B transceiver on the market yet."

Larry Schildwachter of Seattle's Emerald Harbor Marine (*www.emeraldharbormarine.com*) said that many larger yachts use a DSC-enabled VHF and a stand-alone Class B AIS, whereas smaller boats tend to benefit from the space and cost savings of an AIS-equipped, DSC-enabled VHF. "The boat tells you what it wants," Schildwachter said. "Typically, bigger boats want bigger setups."

One option that's been sluggish to reach prime time is NMEA 2000-compatible, DSC-enabled VHFs, such as Garmin's VHF 300 AIS or Lowrance's LVR-880 DSC (*www.lowrance.com*). These units tap directly into the N2K backbone, so they can access information from stand-alone devices — all VHFs are compatible with all GPS units via a direct wire connection, of course, but these radios are the first to pull information from the N2K backbone.

PA HAILERS AND WIRELESS MICS

Kennedy said that public address (PA) hailers offer users other, more direct ways to communicate via their VHF. These units (typically 30 watts) allow an operator to broadcast tonal sounds across foggy waters — lighthouse style — or to publicly address people or other vessels. "With a two-way PA hailer, the horn listens to what people outside the bridge are saying and relays this to the operator," Kennedy said, also noting that not all PA hailers are two-way.

Remote wireless handsets are another slick feature that can be added to some VHF units. These devices typically operate using Bluetooth or RAM-plus technology, and allow users to make VHF calls or issue a DSC distress call from a sailboat's helm or a power yacht's flying bridge.

INSTALLATION AND TESTING

"It's very important to get your VHF installed professionally," Schildwachter advised. "If you're doing it yourself, you should have it professionally evaluated or at least double-checked by someone who conducts plenty of solid radio checks. We do this ourselves — I regularly have one project manager check out other project managers' jobs."

As with all working electronics, it's important to regularly check a VHF. To help address this necessity, Sea Tow (*www.seatow.com*) has created an automated radio-check system in boater-rich environments, allowing operators to evaluate their kit. Also, the Coast Guard urges all users *not* to test their DSC function by initiating a distress call. Instead, all newly purchased DSC-equipped VHFs are required to have a DSC test-calling function.

While VHF's fundamental technology hasn't changed much since its creation, today's devices are far more powerful and boast better communication and lifesaving capabilities than previous offerings. If you're still using an older-generation VHF, upgrade. The expense is minimal compared with the utility and safety margins afforded by the current technology. ❑



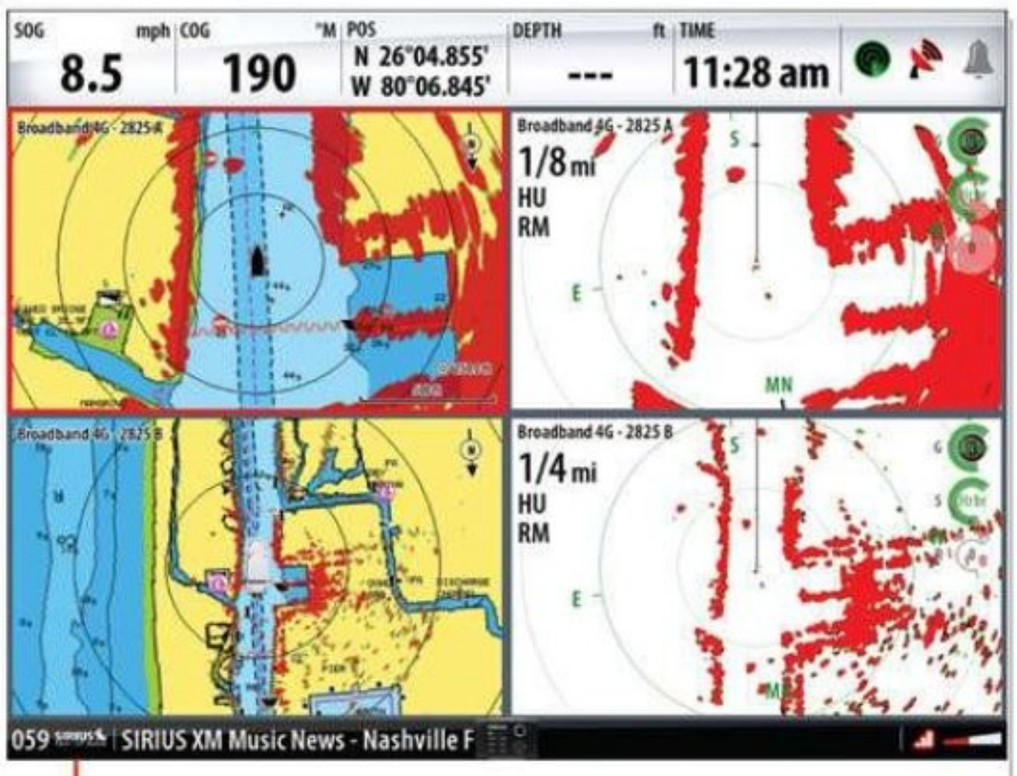
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VHF WITH GPS INSIDE

As many as nine out of 10 VHF radios are not connected to GPS, so they cannot send a distress signal to the Coast Guard with the boat's position, using the red panic button. The boating majority seems to have been reluctant to connect wires or hire a technician. At the same time, radio manufacturers were unwilling to incorporate a GPS receiver within a fixed-mount radio because of potential interference between GPS and VHF signals, and concerns that the GPS would not be reliable. Standard Horizon's new Explorer GX1700 GPS radio ($230) is the first to overcome these hurdles. Standard Horizon's engineers used filters to eliminate interference and installed a sensitive 12-channel GPS into the front panel of the radio (and made it possible to connect an external GPS antenna). Skippers also can program up to 100 waypoints into the GX1700, which has a small compass display with readouts for vessel speed, course, bearing and distance to go. *Standard Horizon, 714-827-7600; www.standardhorizon.com*



4G GOES THE DISTANCE

Navico's Broadband Radar employs frequency-modulated continuous-wave technology in place of a magnetron. Instead of shouting loudly and listening for the echo, Navico's device emits a series of whispers in constantly changing frequencies, while continuously listening. The result was no "main bang" interference cluttering the center of the display. Unlike conventional radars, broadband paints targets within feet of the vessel, but the first iteration barely had a 24-mile range. Navico's new Broadband 4G version (available for Simrad, Lowrance and B&G multifunction displays for about $2,000) represents mature technology. Like the original, 4G transmits at a third less power and emits less radiation than a cell phone, but it now has a 36-mile range and dual-range abilities. Beam-sharpening technology allows the 4G's 18-inch dome to achieve horizontal resolution similar to that of a 3½-foot open array. *www.lowrance.com; www.simrad-yachting.com; www.bandg.com*



SHOUT HEARD 'ROUND THE WORLD

The Shout Nano is a new handheld satellite tracker/communicator based on the Iridium 9602 modem ($1,025 to $1,500 from dealers, plus service plan). Yachtsmen anywhere in the world may send canned messages or free text messages using the Shout Nano's on-screen keyboard, in both cases tagged with latitude and longitude. The device will also send one-touch emergency notifications, and because it is a two-way communicator, the monitoring center can confirm that it has received your distress signal and dispatched the nearest search-and-rescue teams. Shout Nano can be programmed to awaken on a schedule and send position reports, with battery life sufficient to send a position report every hour for up to two months. *NAL Research; www.shoutnano.com*

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Vital Statistics How to demystify the numbers from your electronically governed diesel. By Vince Daniello

Electronically governed diesel engines monitor themselves to warn of problems before a failure occurs. They also provide skippers information otherwise seen only on mechanical engines when an engine surveyor is aboard — information that helps with day-to-day operation. Real-time fuel consumption, for example, dials in the best economy for cruising conditions, and exact load percentages help gauge engine health. But where, exactly, do those numbers come from and how accurate are they?

Let's start with engine load — something only guessed at, based on exhaust gas temperature, in mechanical engines. "The electronic control module (ECM) is calculating load based on the amount of fuel injected into the engine versus the maximum amount it could inject at that rpm," said Ryan Kamphuis, a senior marine sales engineer for MTU (*www.mtu-online.com*). "If a 1,000-horsepower engine reads 90 percent load at cruising speed, and that rpm represents about 90 percent of total engine power at full throttle, then the engine is actually producing around 810 horsepower," he said — 90 percent of 90 percent.

Knowing exact engine load through a wide range of rpm helps judge propellers. "I might see an engine overloaded as the boat comes up on plane, or I might see a propeller overloaded before the engine reaches its maximum torque," said Greg Platzer, whose company, Platzer Marine Propulsion, creates custom propellers (*www.platzermarine.com*). "I can adjust those props to better match the engines."

But load readings are theoretical calculations, not actual torque turning the propeller. Platzer sometimes uses strain gauges to measure minute twist in propeller shafts and accurately calculate actual engine horsepower.

"In general, electronic engines' load calculations are accurate within a few percent, but once an engine exceeds its rated rpm, those algorithms often aren't correct," Platzer said. The result might be a boat that looks like it's propped correctly, yet actually could carry a bit more pitch in the propeller. "Fuel burn is an accurate indicator." How fuel consumption increases through those highest few rpm should indicate actual load.

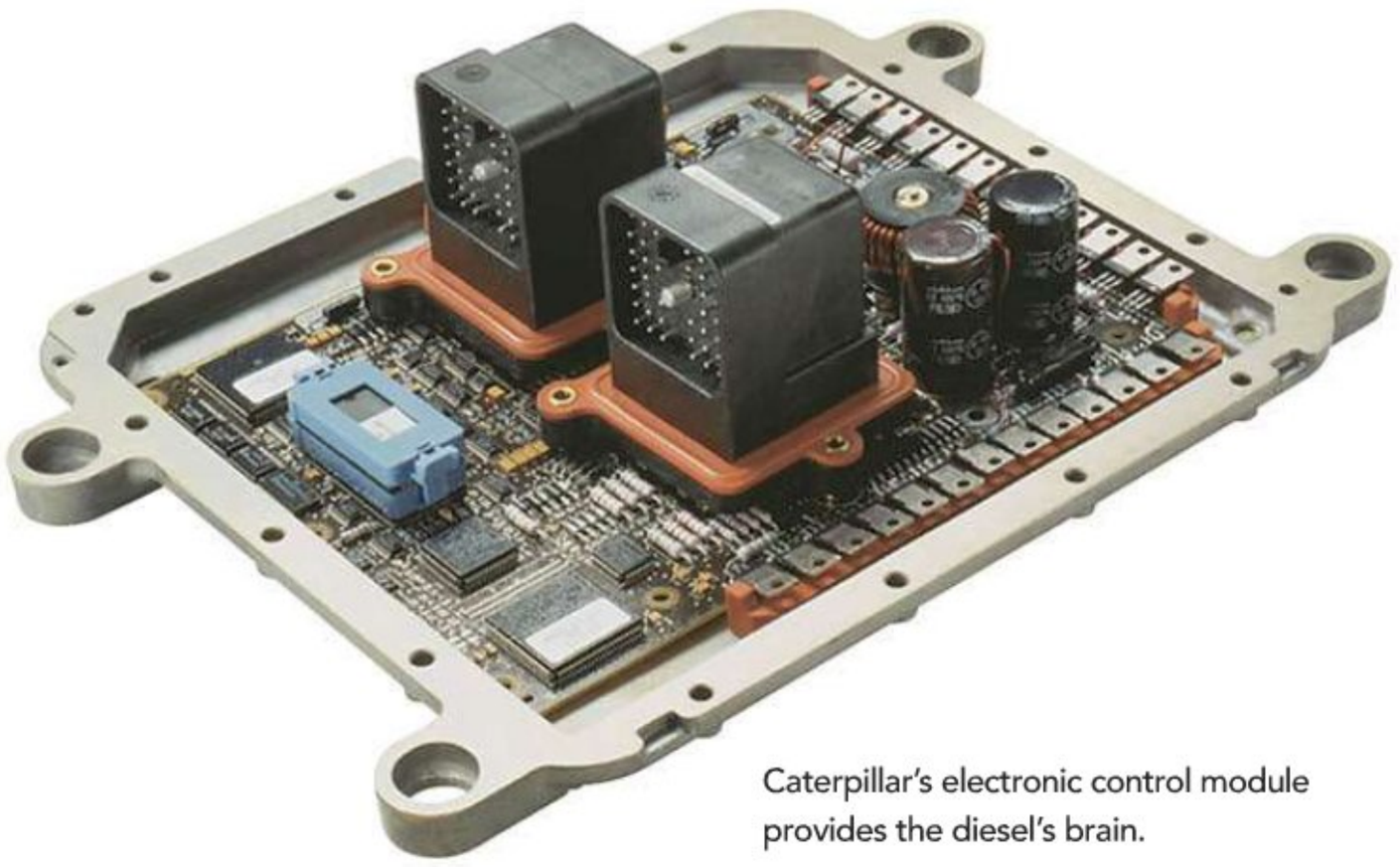
A change in engine load at cruising speed likely indicates a developing problem. One or 2 percent variance between engines is normal. Since both port and starboard engines rotate in the same direction, port transmissions typically impart 1 percent higher load to turn that shaft in the opposite direction. Bent or misaligned shafts also increase load slightly, but large variations demand attention. "If an injector isn't working right, or there is some other problem within a cylinder, the ECM

Electronic management lets marine engines perform better on less fuel and with fewer emissions than ever. These systems also help track the engines' well-being.

won't know that cylinder isn't providing all of its torque," Kamphuis said. The engine compensates with more fuel to all cylinders, increasing indicated load at a given rpm and lowering maximum rpm at wide-open throttle.

But rpm at full throttle isn't the tell-all indicator it was in years past. Emissions calibrations target maximum rpm. Many engines decrease available power beyond that rpm to ensure Environmental Protection Agency compliance. The key to assessing electronic engine health, then, is knowing exactly what each engine's load should be at cruise rpm and rated rpm — not wide-open throttle.

There are other factors to consider as well. When an engine won't turn at full rpm but the load seems normal, fuel filters could be clogged — the engine simply can't get enough fuel to make full power. But not definitively so. "If the electronic control module senses it doesn't have enough turbo boost, it tells the engine not to add more fuel," limiting both rpm and load, said Charlie Schloemer, president of Palm Beach Power in West Palm Beach (*www.palmbeachpower.com*). Low fuel pressure and elevated fuel temperature are good indicators of clogged secondary fuel filters. Most electronic engines also display turbo boost. Electronic engine displays can help diagnose problems, even over the phone, Schloemer said, "but you have to know what those readings should be when the boat is running well."



Caterpillar's electronic control module provides the diesel's brain.

Checking those parameters periodically can also show needed maintenance. Increased intake manifold temperature, for example, might indicate a dirty intercooler. Elevated engine coolant temperature or oil temperature is a sign that cooling systems need to be serviced. "Each engine is different," Schloemer said. "Ask your mechanic what's important to watch on your boat."

Engine load is based largely on fuel calculations, but just how accurate

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are they? "There is no fuel measuring device in the engine. The ECM calculates consumption based on injector characteristics, how long the injectors are open, fuel pressure and fuel density based on fuel temperature," Kamphuis said. "But there could easily be a 5 percent variation in fuel, even though it's perfectly acceptable No. 2 diesel." Differences in fuel viscosity alter fuel flow through injectors, and injectors might



SmartCraft trip log measures miles per gallon.

FUEL OVER DISTANCE

Most engine displays read only gallons per hour, without any fuel-to-distance calculations. Whole-vessel monitors like those from Krill Systems crunch fuel numbers, typically displaying gallons per mile traveled. Krill takes most engine data directly from ECMs, but fuel flow comes from actual meters. "My commercial customers are looking for a 10th of a percent accuracy," said Casey Cox, president of Krill Systems (*www.krillsystems.com*). Cox prefers positive-displacement fuel-flow meters, which he says are more accurate than impeller-driven sensors like FloScan's.

provide a bit more or less fuel than the ECM anticipates.

Fuel consumption calculations favor accuracy at cruise rpm — typically better than 5 percent. "When you're at 800 rpm, it could be off by a lot more, but you're not burning much fuel," Kamphuis said, so total fuel burned remains fairly accurate. Still, boats traveling long distances far below normal cruising speed shouldn't rely on ECM fuel calculations.

Besides engine load and fuel used, most display readings are measured with pinpoint accuracy, although minor variations still crop up. Kamphuis told me that a few degrees of difference in coolant temperatures between engines could result from variations in the way seawater is plumbed or indicate the presence of more marine growth on one side, maybe caused by exposure to sunlight. Sensors can also malfunction. "If a value falls outside a normal range, the ECM replaces it with a standard value and sends a sensor defect alarm to the engine display," Kamphuis said. "We have checks and balances so you won't be cruising along thinking things are great when something is amiss downstairs."

In the end, both Schloemer and Kamphuis say engine-provided information is quite accurate and engines monitor themselves far better than we can. Still, engine-savvy skippers use electronic information to head off problems early. ❑

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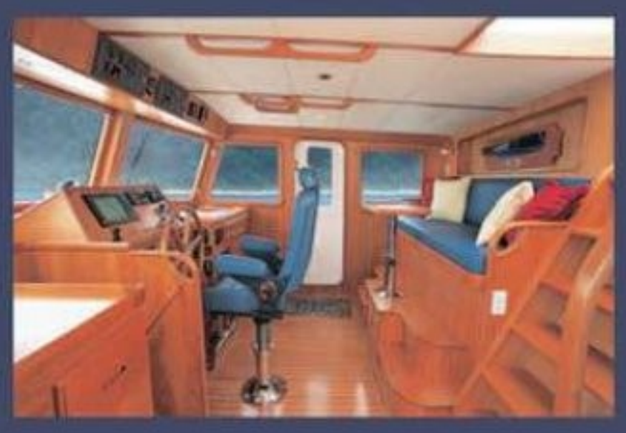


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114' **Hatteras** 1994 "LADY MONROE"
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100' **Hatteras** 2003
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100' **Cheoy Lee** 2007
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98' **West Bay** 1998
Andrew Miles / Bryan Long, C.A.'s



90' **Hargrave** 2005
Bryan Long, C.A.



88' **Tarrab** CPMY 2002
Andrew Miles, C.A.



85' **Broward** 1982
Chris June/Alex Rogers, C.A.'s



85' **Pacific Mariner** 2007/2008
Chris June, C.A.



84' **Northcoast** 2001
Camm Moore, C.A.



80' **Lazzara** 1998
Mark Peck, C.A.



78' **West Bay** 2002
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77' **Horizon MY** 2008
John Varga, C.A.



75' **Symbol** 2008
Chris June, C.A.

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75' **Hatteras** 2001
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75' **Sunseeker Manhattan** 2006
Ralph Raulin, C.A.



74' **Ocean Alexander** 2007
Andrew Miles, C.A.



74' **Hatteras** 1999
Alex Rogers, C.A.



74' **Hatteras** 2000
Andrew Miles, C.A.



74' **Hatteras** 1995
Mark Peck, C.A.



72' **Grand Banks** 2004
Alex Rogers, C.A.



70' **Neptunus** 1997
Mark Peck, C.A.



70' **Symbol** 2006/2007
Chris June / Alex Rogers, C.A.'s



65' **Pacific Mariner** 2005
John Varga, C.A.



65' **Hatteras** FBMY 1988
Ralph Raulin, C.A.



65' **Princess** 2003
Andrew Miles, C.A.



64' **Viking** SF 2007
John Varga, C.A.



62' **Azimut** 2004
Chris June, C.A.



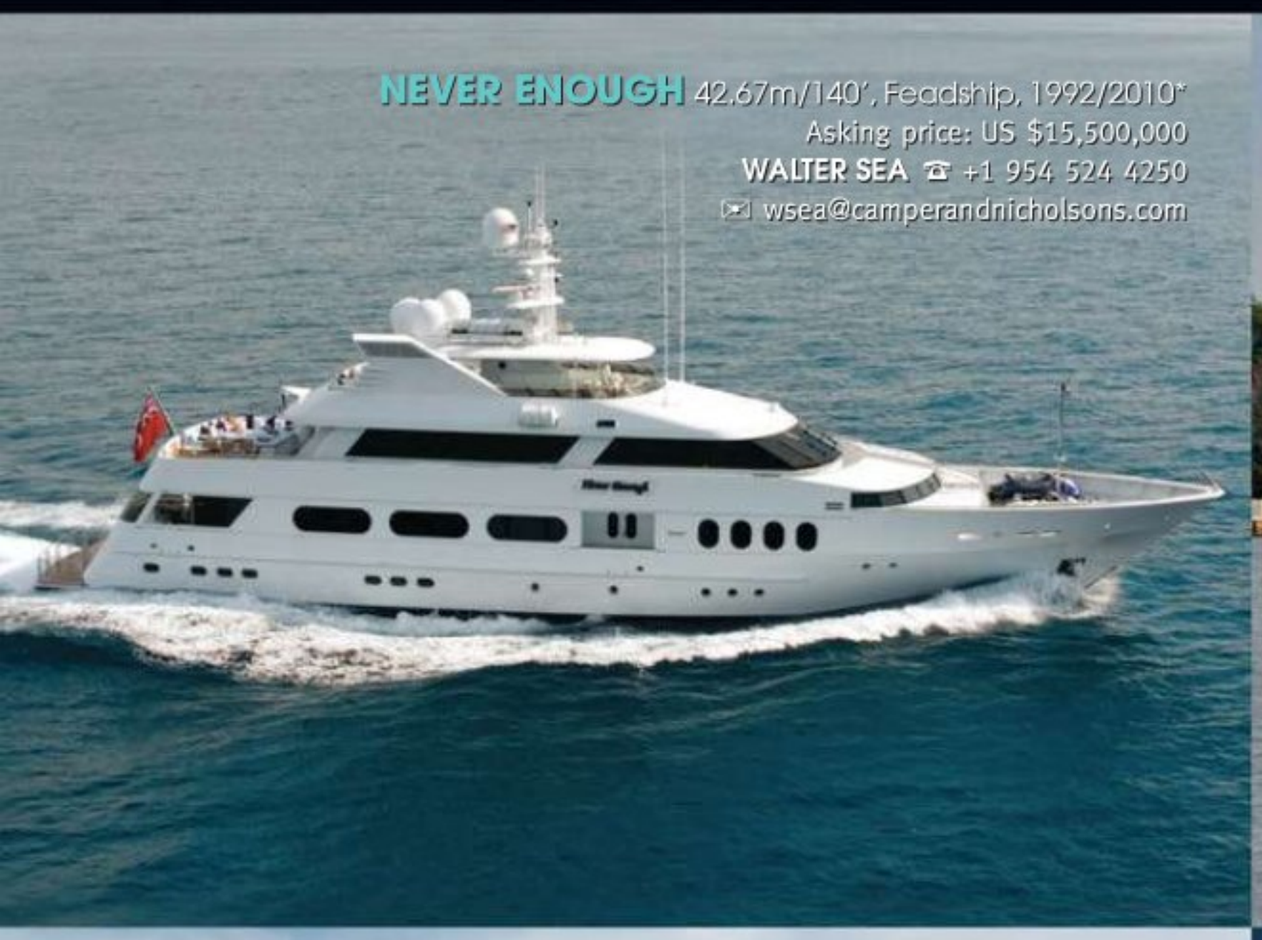
58' **West Bay** 2000
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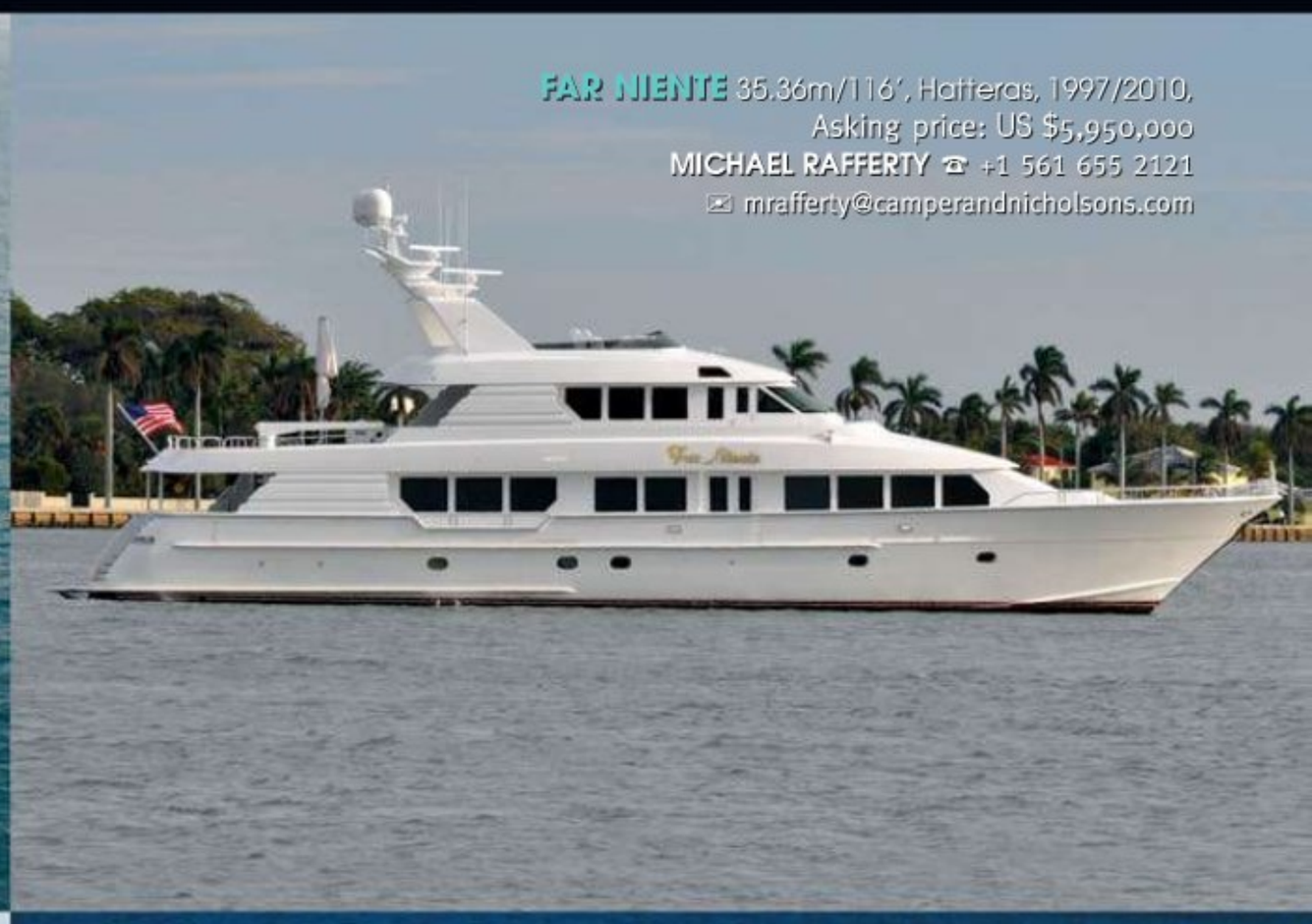
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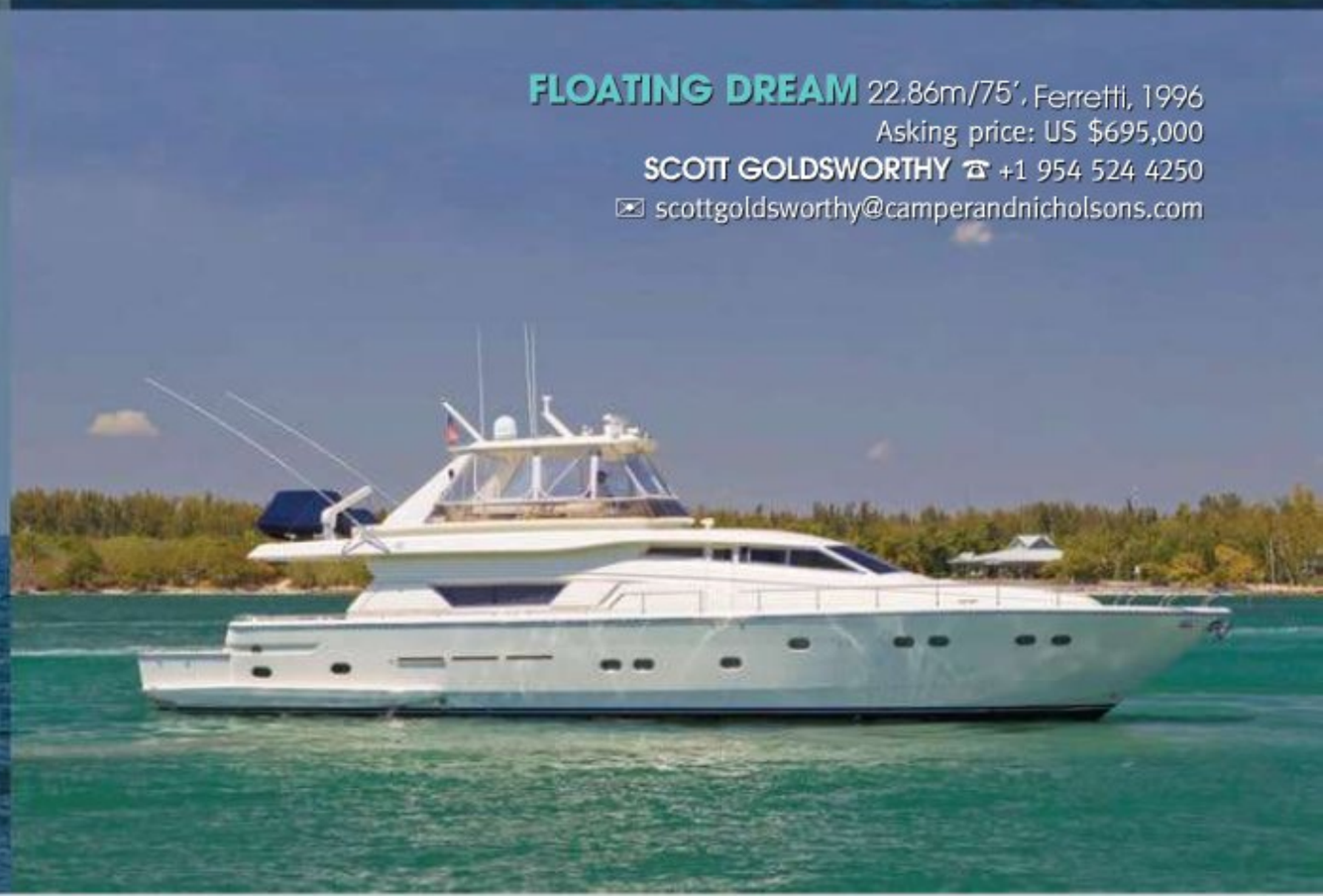
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100' (31m) Burger RPH M/Y 1996

Great opportunity. Twin Caterpillar diesels. Unique butternut woodwork. Three double staterooms amidship. Powder room on deck. Country kitchen styled galley. Separate crew quarters forward. Fresh exterior Awlgrip paint. Two ***Burger owner ready to sell.*** Don't miss the boat!



104' (32m) Cheoy Lee Tri-Deck M/Y 1989

Five staterooms plus crew. Master on deck. Euro stern. Open and enclosed aft decks and skylounges. Day head. Galley up. Teak interior. Gleaming Awlgrip. All in fine condition. Located Ft. Lauderdale, FL. Central Agent. *"Not for sale to U.S. Residents while in U.S. waters."*



92' (28.3m) Burger RPH M/Y 1974

Recent addition to market. Lovely open aft deck and great family layout. 3 double staterooms ensuite. Formal dining and day head on main deck. Machinery and systems fully updated. Complete exterior paint job this year. Same owners over 25 years now ready to sell. Asking $1.2M.



91' (28m) Burger RPH M/Y 1994

Yachtsman's yacht. Aft engine, super quiet yacht with long range, solid performance and great profile. Three staterooms plus separate crew. Stunning woodwork. Country kitchen. Immaculate condition. Fully updated electronics, appliances and soft goods. Located South Florida. Central Agent.



90' (27m) Broward RPH M/Y 1990

Brand new to the market. Fully custom aluminum yacht built for high profile, long time yachtsman. Original cockpit. Large open aft deck. All teak interior. Country kitchen. Great layout with 4 staterooms plus crew cabin. Low hours on all machinery. Fresh Awlgrip paint. Central Agent.



82' (25m)Burger RPH M/Y 1996

Always in the Great Lakes - never run in salt water. 1000 original hours on 3412 Cats. Great performer. Aluminum construction. Gorgeous natural wood interior with three staterooms plus separate crew. Showroom condition. Located MI. Central Agent.



80' (24m) Burger Cockpit M/Y 1974

Classic Sparkman & Stephens design in true yacht condition. On deck galley and large aft deck salon. Three double staterooms plus crew. Stand-up engine room; twin 12V71N's for economical and long range cruising. Lovely woodwork detail throughout. Central Agent.



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150 RICHMOND 2010



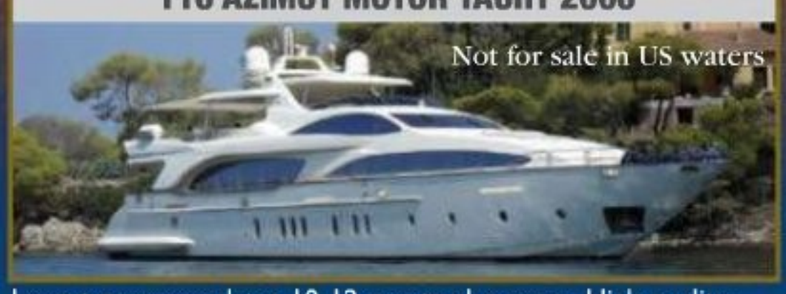
6 owner staterooms plus 10 crew. Helicopter capable. MTU power, with full warranties. Contact Mack Carroll or Trevor Carroll.

120 SOVEREIGN 1999



Twin 1800 hp MTUs, 0 hours. 5 Stateroom plus crew. Many upgrades, recent paint. Beautiful light maple interior. Located California. Contact Mack Carroll.

116 AZIMUT MOTOR YACHT 2006



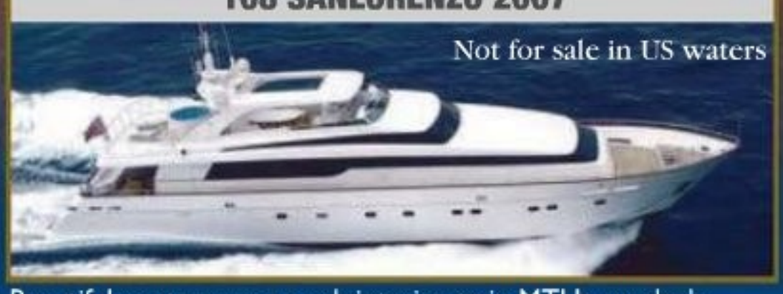
Layout accommodates 10-12 guests plus crew. High quality Italian workmanship. Twin 2000 hp MTUs. Contact Joe Marino.

115 TRINITY REFIT 2007/2008



Twin 3412 CATs, Luxuriously appointed four stateroom plus crew. Full electronics & many toys. Jacuzzi on flybridge. Ideal for personal use or charter. Contact Mack Carroll.

108 SANLORENZO 2007



Beautiful contemporary oak interior, twin MTUs, on-deck Guest Cabin/Media Room. Contact Joe Marino.

108 HARGRAVE 2006



Immaculate condition. New to market! Seriously for sale. Twin C32 CATs. Contact Andrey Shestakov.

108 DE VRIES LENTSCH 1973



Twin CAT D346s, 4 SR + crew, freshwater. Huge Flybridge & aft deck. All cash offers considered. Contact CA Mike Levell.

106 DENISON 1986



Repowered with C32 CATs, new paint. New to market. Contact Joe Marino.

97 HARGRAVE 2005



Reliable C-30 CATs. Luxurious interior in cherry gloss and burl accents. Updated electronics and many recent upgrades. Contact CA Trevor Carroll.

90 FALCON 2010



MTU 16V2000s. 4 cabins for guests plus crew. Under warranty. Euro power plus Atlas converter. Contact Joe Marino.

85 AZIMUT 2010



Twin CAT C32s with low hours. 4 Stateroom plus crew. Extremely well maintained. Nicest on market. Contact CA Joe Marino.

85 TARRAB 1999



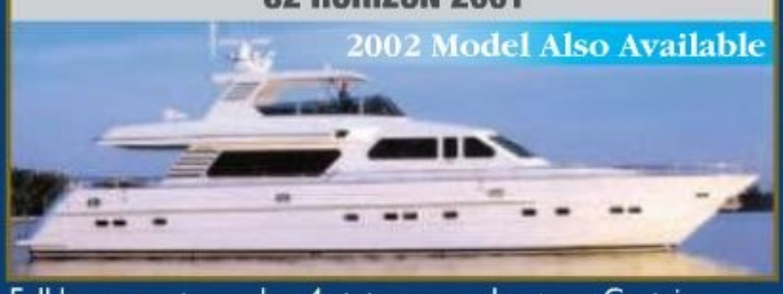
Twin 3412 CATs, Birds Eye Maple interior, Four staterooms plus crew. Master is full beam. Has the space of most 100' vessels. Contact CA, Mack Carroll.

85 RIVA 2004



Classic Italian, low hours on 2000 hp MTUs. Bank repo - 1.7M Euros. Contact Mark Meyer.

82 HORIZON 2001



Full beam master makes 4 staterooms plus crew. Captain maintained. Contact Joe Marino or Trevor Carroll.

82 SAN LORENZO 1994



Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson.

80 POSILIPPO 2001



4 staterooms plus crew, built to US specs. 3412 CATs w/ low hrs., capt. maintained, lots of toys. Contact CA Gregg Silver.

80 AZIMUT CARAT 2005



Twin C-30 CATs. Loaded - Atlas, KVH TV, SAT phone. Located in Italy. Contact Joe Marino.

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74 MOCHI 2006



Twin 12v2000s, 4 S/R/4 Head layout. Exquisite woodwork, fine Italian craftsmanship. Best of the best! Contact CA Trevor Carroll.

74 VIKING ENCLOSED BRIDGE 2005



Twin 2000 hp MTUs. No expense spared. New upgrades include Hydro outriggers, KVH SAT TV, teak deck, Blue Water chair. Contact CA Ed Biggie.

74 SUNSEEKER MANHATTAN 2002



Twin 1300 hp MANs. 4 stateroom plus crew. Bimini top. Located in S. Florida. Contact Andrey Shestakov.

73 FORBES COOPER 1995



Mulder design built for demanding Pacific Northwest Seas. 4 stateroom plus 2 crew. T-765 Detroits w/ low hours. Call Brad Nelson.

72 RAYBURN MOTORYACHT 2005



T-1050hp MAN's, 3 staterooms + crew, open galley, captain maintained. Contact Central Agent, Joe Marino.

72 VIKING SPORT CRUISER 2001



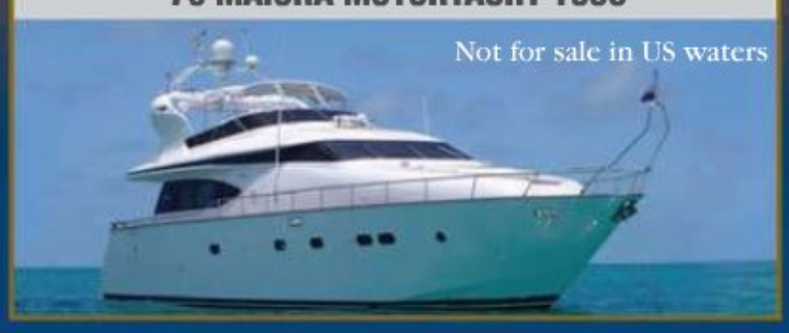
Very motivated Seller. Best priced on the market. 4 staterooms plus crew, captain-maintained. Contact Andrey Shestakov.

72 VIKING COCKPIT MOTOR YACHT 1991



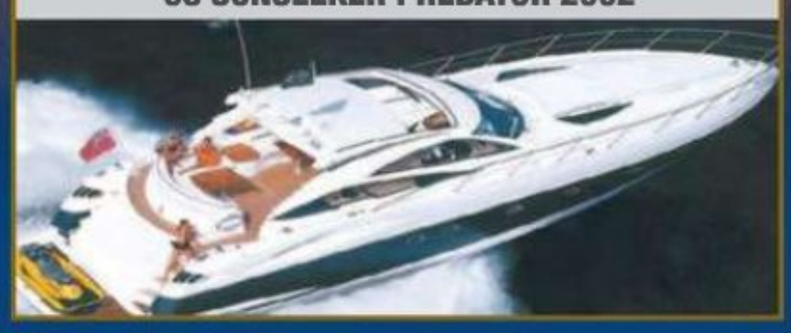
Twin 1292s, extended aft deck, recent interior upgrades. Four stateroom/galley up. Pipewelders hard top. Contact Mike Levell.

70 MAIORA MOTORYACHT 1996



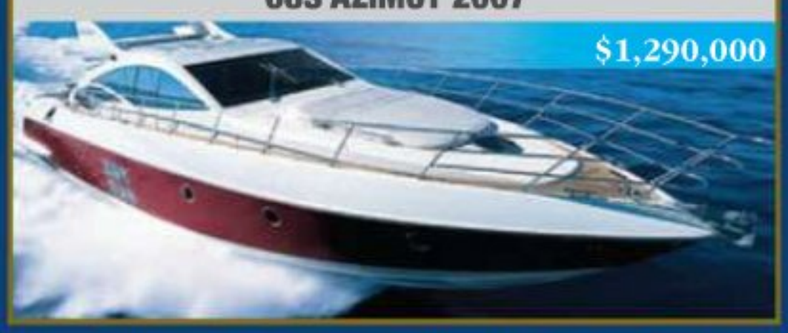
Classic Italian 3 SR plus 3 crew. SAT TV, bow thruster, T-18.5 kw gens. Twin 1150 hp MTUs. Call CA, Joe Marino.

68 SUNSEEKER PREDATOR 2002



Twin 1300 hp MANs, 1,000 hr. service completed. Freshwater boat. Hardtop with retractable sunroof. Contact Stephen Faraldo

68S AZIMUT 2007



MAN 1360 HP Common Rails fly at 40 mph! Low hours. Mint! New to Market. Fresh water boat now in S. FL. Contact "CA" Dean Anthony.

68 SUNSEEKER PREDATOR 2003



Twin 1500 hp MANS, Black hull & black domes, underwater lights, 3 staterooms plus crew. Contact office 954-921-1500.

65 PACIFIC MARINER 2005



One owner vessel. 1,000 hours on MTUs. Well maintained. Located in Long Beach, CA. Contact Chris Carroll.

63 BAIA AZZURRA 2005



High performance yacht in excellent condition. Owner wants quick sale. $550K. Contact Mark Meyer.

61' VIKING SPORT CRUISER 2005



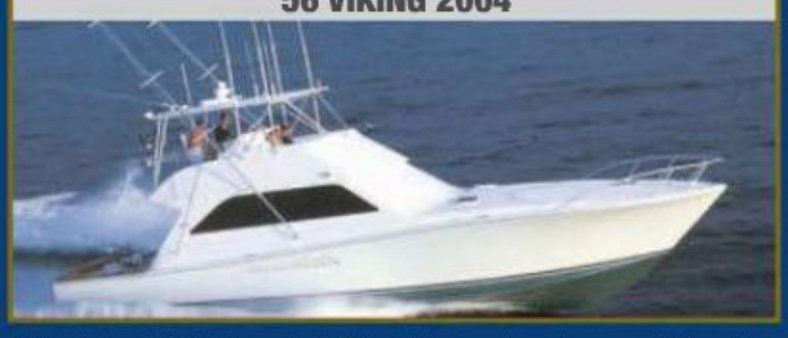
Twin 800 Cats. New teak swim platform Jan 2012. Low Hours. Beautiful Dark Cherry Interior. Call Dennis Rhodes.

56 CARVER VOYAGER 2008



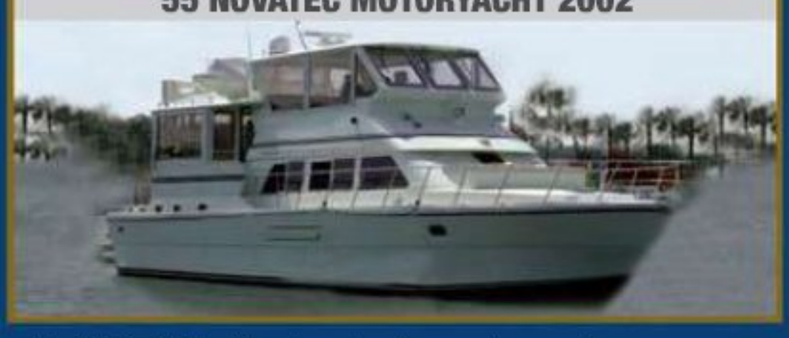
Volvo power; Hard top w/ enclosures & A/C. Capt. Maintained, ready for next owner. Contact CA Joe Marino.

56 VIKING 2004



Twin Series 2000 V12 series MTUs. Fish rigged, underwater lights, full electronics. Maintained with open checkbook. Contact CA Ed Biggie.

55 NOVATEC MOTORYACHT 2002



Twin 3196 CATs. New interior. Bow and stern thrusters. Excellent condition. Call Mack Carroll.

47 RIVIERA EXPRESS 2009



Fully retractable salon hard top, hydraulic swim platform, many upgrades. Contact CA Ed Biggie.

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Pre-Owned Sunseekers

108 PREDATOR 2008



Triple 2400hp MTUs with Arneson drives, Black hull with black glass windows, walnut woodwork. Contact office 954-921-1500.

100 SUNSEEKER PREDATOR 2004



Triple 2000HP MTU's. 4 Strms + Crew. Cruise 40kts. Complete Refit 2008. Black Hull, Silver Superstructure. Contact office 954-921-1500.

94 SUNSEEKER YACHT 2003



4 SR + crew. Jacuzzi, SAT TV, phone. New teak decks & new int. décor. Capt. Maintained. Contact Joe Marino 954-328-2059.

88' SUNSEEKER MOTOR YACHT 2012



Twin CAT 32s. Spacious 4 stateroom plus fully equipped crew quarters. Gorgeous! Contact office 954-921-1500.

82 SUNSEEKER PREDATOR 2005



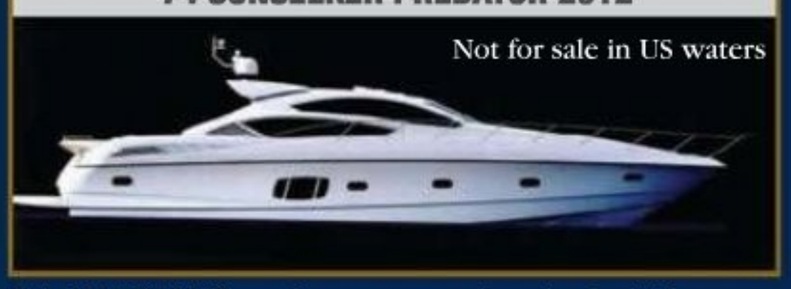
CAT C30s. 4 luxurious staterooms with designer fabrics. Gourmet galley, spacious for entertaining. Contact office 954-921-1500.

75 SUNSEEKER PREDATOR 2000



1200 hp MANs with low hours. 3 stateroom plus crew. Beautiful lacquer wood finished interior. Contact office 954-921-1500.

74 SUNSEEKER PREDATOR 2012



Twin 1550 MANs, 3 stunning staterooms w/ ensuites. Lavish for entertaining, ultimate maneuverability. Contact office 954-921-1500.

72 SUNSEEKER PREDATOR 2006/2011



Twin Common Rail MANs. Mint condition. Trades possible. Low hours. $1,595,000. Contact Dean Anthony 954-328-2700.

68 SUNSEEKER PREDATOR 2005



Twin MANs speed up to 40 kts., 3 SR+crew, retractable hard top, teak decks. Contact Herb Bopp.

66 SUNSEEKER MANHATTAN 2007



30+ knots. Loaded with options. 2 boat owner is motivated! Two boat owner is motivated. Call Dean Anthony 954-328-2700 for your best deal!

63 SUNSEEKER PREDATOR 1996



Twin MANs with only 180 hrs. Lovingly cared for and professionally maintained. Contact office 954-921-1500.

60 SUNSEEKER PREDATOR 2012



Twin Volvo IPS 1200 engines. High Performance on the outside, Luxury and Space on the inside. Contact office 954-921-1500.

60 SUNSEEKER YACHT 2011



Twin 1000 hp MANs. 3 stateroom, large main deck area. Cherry gloss interior. Contact office 954-921-1500.

58 SUNSEEKER PREDATOR 1998



3 stateroom w/ cherry gloss woodwork, large cockpit. Maintained w/open checkbook. Contact CA Randy Kires 954-401-6888.

55 SUNSEEKER PREDATOR 2005



Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Now in Florida. Contact Herb Bopp 954-931-7138.

52' SUNSEEKER MANHATTAN 2012



Twin 800 hp MANs. 3 stateroom plus crew aft. Hydraulically submersible stern platform. Contact office 954-921-1500.

50 MANHATTAN 2006



Impeccable, captain maintained, and ready to go! 2005 model also available. Contact Stephen Faraldo 561-322-8279.

48 SUNSEEKER PORTOFINO 2012



Twin Volvo IPs. Sleek profile, Black hull, well-designed interior with full beam owner suite. Loaded! Contact office 954-921-1500.

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116' TRANSWORLD YACHTS TRI-DECK 2012
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92' EXPEDITION YACHT 2010
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82' BURGER COCKPIT MOTORYACHT 1966/2002
Contact Pam Barlow



85' INACE EXPEDITION YACHT 2004
Contact Dana Cambon



112' BROWARD MOTOR YACHT 1999
Contact Jason Dunbar



54' SAVANNAH EXPRESS CRUISER 2007/2008
Contact Ron McTighe



70' CUSTOM MALLE 2010
Contact Marc Thomas



95' DEVRIES LENTSCH (DUTCH BUILT) 1970/2004
Contact Pam Barlow

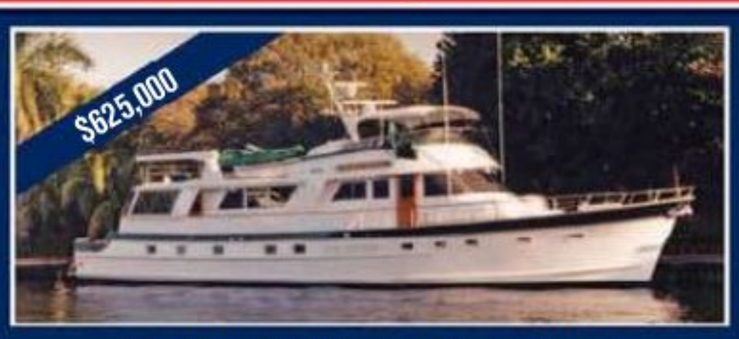
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78' WEST BAY SONSHIP 2001
Contact Jason Dunbar



80' BURGER COCKPIT MOTORYACHT
Contact Pam Barlow



70' ALASKAN 2012
Contact Steve Deane



72' TA CHIAO CT 65 KETCH 1985/2001
Contact Joe Collins



58' TIARA SEDAN CRUISER MOTORYACHT 2009
Contact Ron McTighe



88' STEPHENS CRUISING SAILBOAT 1986
Contact Pam Barlow



62' LITTLE HARBOR 1982
Contact Steve Deane



58' WEST BAY SONSHIP 1999
Contact Phil Annunziato



52' SHANNON/HINCKLEY 2007
Contact Steve Deane

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BENETTI 93' DELFINO HULL #8

An amazing success story this new Benetti has sold 7 hulls since introduction. Large windows allow beautiful views for owner and guests. Master up, the 93 encompasses design solutions, technical equipment, practicality and all the comfort typical of larger yachts. Also available in fractional ownership.



MANGUSTA 92

38 Knot uber luxury open, MCA, three cabins plus media room, MYU 16v2000 m94 (2600hp), Kamewa 56 s3 jets, draft 4' 1", fully equipped, finest quality throughout, hull #28. On display in South Florida at the MarineMax Yacht Group, the exclusive North American dealer for Mangusta. Available summer Med delivery 72', 80' and 130'.



ZEELANDER 44

The luxury, features and atmosphere of a super yacht in a compact easy to run package for when you want to leave the crew behind. This ultra luxury two cabin Downeaster with easy handling IPS drives, will give you the opportunity to take the family out in privacy and safety. Outstanding hull is fast and comfortable, the sound levels "pin drop" quiet. 36 knots maximum and 32 knots cruising.



AZIMUT 116

Five cabins, master up, 2008, in the NE for the summer season, call our charter specialist Nancy at 954-249-9914 or Nancy.Latinette@MarineMax.com for this 116 or any of your charter requirements around the world.

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MANGUSTA 148' OCEANO HULL #1

Twelve months from completion, hull, superstructure, mechanicals complete, awaiting your direction to custom design the interior of this fabulous luxury yacht. Master up with fold out terrace, legendary Mangusta craftsmanship.



MANGUSTA 130 2009 HULL #16

Twin 3640-hp MTU16v 4000 in this 38 knot maxi open with four spacious cabins, master with gym, 310 hours, one year warranty from the shipyard, tasteful and thoughtful layout, surfaces and materials. A perfect example of the legendary 130.



BENETTI 121

An update of the classic Benetti, larger windows and fresh design make the class 121' a most refined super yacht. 18 month delivery for the next hull with modern, practical layouts. Huge and comfortable outdoor decks and spacious, elegant interiors. Build her your way.



AZIMUT 120 SL

The pride of owning, the pride of creation! 3 X MTU 16v 2000 m93 2400mhp NR 2 Rolls-Royce Kamewa Waterjets + 1 Rolls-Royce Kamewa booster. 38 kt max, 32 kt cruise. 4 cabins + crew. Owner cabin amidship. A great opportunity for customization that will reflect the owners taste and requirements.



BENETTI 105

Completely updated w/new interior layouts that provide high levels of functionality & comfort. The high seakeeping performance & maneuverability are achieved above all by addition of a bulbous bow, which makes the new Tradition a real navetta w/navigation standards found only in super-yachts.



AZIMUT GRANDE 100

One yacht, many possibilities! 2 X MTU 16v 2000m84 2200 hp. 26 kts. max., 22.5 kts cruise, 4 cabins + crew. Owner cabin amidship. Immerse yourself in the creative process of interior design and specify interiors reflecting your character and style.



MANGUSTA 80

45 kts without compromise - solid not cored hull, MCA, all vinylester fiberglass, painted hull and superstructure. 3 cabins plus media room or 4 cabins. MTU 16V2000 M93 (2400HP), Arneson ASD 15, draft 4' 2". Available in North America exclusively from MarineMax Yacht and Brokerage Group.



MANGUSTA 72 HULL #49

Available for summer delivery in the Med. Twin MYU 10v2000 m94 1600hp engines propel this yacht up to 40 knots. Shallow draft and easy to maneuver, with its Arneson propulsion system, three cabins and media room.

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ALPHA 76 EXPRESS CHEOY LEE - New exciting Michael Peters design for 2012 featuring dramatic atrium. Interior styled by Luiz de Basto. Spectacular performance as well as state-of-the-art features. Contact Cheoy Lee Shipyards for information.



ALPHA 76 FLYBRIDGE CHEOY LEE - Exciting styling and performance all new Flybridge model for 2012. Featuring lower station and galley up layout. Contact Cheoy Lee Shipyards for information.



MARCO POLO SERIES 2012 151' TRANSOCEAN EXPLORER "MAZU" – MAZU is nearing completion. Slight refinements to the second of her series, fabulous comfort and great range in a proven design, new offering. Contact Marty Isenberg (Shipyard Representative) 954-448-0561.



BRAVO 88' CHEOY LEE 2012 - Beautiful new model for 2012, Michael Burvenich Design with Sylvia Bolten interior. 4 in owners 2 in crew, C-32 1900 HP ACERTS. Contact Cheoy Lee Shipyards for information.

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BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master plus 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. $4,395,000. Contact Marty Isenberg 954-448-056.



BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. CAT 3412's 1,400 HP each, 2x 30kW Northern Lights gens. Captain maintained. Extended warranty. Make offer!! Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now located at our office. Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2003 - Excellent 3 SR layout with crew quarters, country style galley, "D" rated 1,000 HP Caterpillar 3412, Fish rigged. Captain maintained with low hours. Contact Marty Isenberg 954-448-0561.

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117' Bilgin M/Y 2007

This is truly a "5 Star" yacht, RINA Classed and custom built by Bilgin Shipyard. This luxury yacht is dazzling with a rich decor of classic comfort with elegant accents and features a variety of thin cut Italian granite and hand blown fixtures. Fine leathers and lush fabrics are not only used on custom furniture but also adorn the ceilings and walls.



See @ Palm Beach Boat Show

Her high quality and attractive detailing make her an owner's dream. She accommodates 8 guests in 4 staterooms including 2 master suites, one on deck and the second in the lower level with his and hers heads. There is also a fully equipped gym, 3 formal dining areas and bars provide many choices for entertaining guests.

Brian Hermann
brian@ardell.com



118' HATTERAS 1995

Tri-deck motoryacht, 5 Staterooms + 3 crew, Country kitchen
Granite counters, Full walk-around decks, Fishing cockpit

Bill Palmer
palmer@ardell.com



100' FALCON 2000

4 Staterooms + 3 crew, Large Salon for entertaining. Tops out at 27 knots
Beautifully finished interior, Raised pilothouse with flybridge

Brian Hermann
brian@ardell.com



88' KNIGHT & CARVER 1988

Cockpit motoryacht, 3 Staterooms + 2 crew, 21'7" Beam
Refitted in 2005/2006 and updated in 2010, Custom built in 1988

Jim Elliott
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80' NORTHERN MARINE 2002

3 Staterooms + crew, 5,000 mile capability for worldwide cruising
Zero speed stabilizers, 3 Generators, Custom dark wood interior w/accents

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29' HINCKLEY 2003

Real gem! Water jet drive, Thruster Joystick, Only 300 hours!

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59' SYMBOL 2008

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104' CBI NAVI 1998

3 Staterooms + 6 crew, Full paint job 2008, Mechanical refit 2010 Jeromy Mold
Navigation & communication upgrades 2011, Immaculate condition jeromy@ardell.com



87' JOHNSON 2006

Low hours on C30 CAT diesels, 4 Staterooms, 5 heads, TRAC stabilizers Todd Rittenhouse
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88' NORDLUND

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One owner boat, Built for very knowledgeable owner, Must be considered Brian Hermann
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84' NORTHERN MARINE 2006

3 Staterooms + crew, Single Cummins 600hp diesel, Trans-oceanic range Tom Corkett
Bow & stern thrusters, Furuno electronics, Fresh bottom paint corkett@ardell.com



80' NOVATEC 2001

Sport motoryacht custom designed by Spadolini, 5 Strms, Mahogany finish Mason Staring
Low hr. CAT 3412's, Stabilizers, Full complement of Simrad electronics mason@ardell.com



80' LAZZARA 2004

Price Reduced $2,250,000

Open bridge with hot tub, Beautiful condition, 5 Staterooms Bob Zarchen
Hydraulic aft platform, CAT C30's, Just fully serviced! bob@ardell.com



65' MARQUIS 2006

Spacious motoryacht, Large flybridge area Bob Zarchen
3 lovely staterooms, Low hrs on MTU's bob@ardell.com



78' JONES GOODELL 1986

Extensive refit, Long range Yacht/Fisherman CA: Jim Elliott
All new & gorgeous 3 stateroom interior FL: Ron Rickard

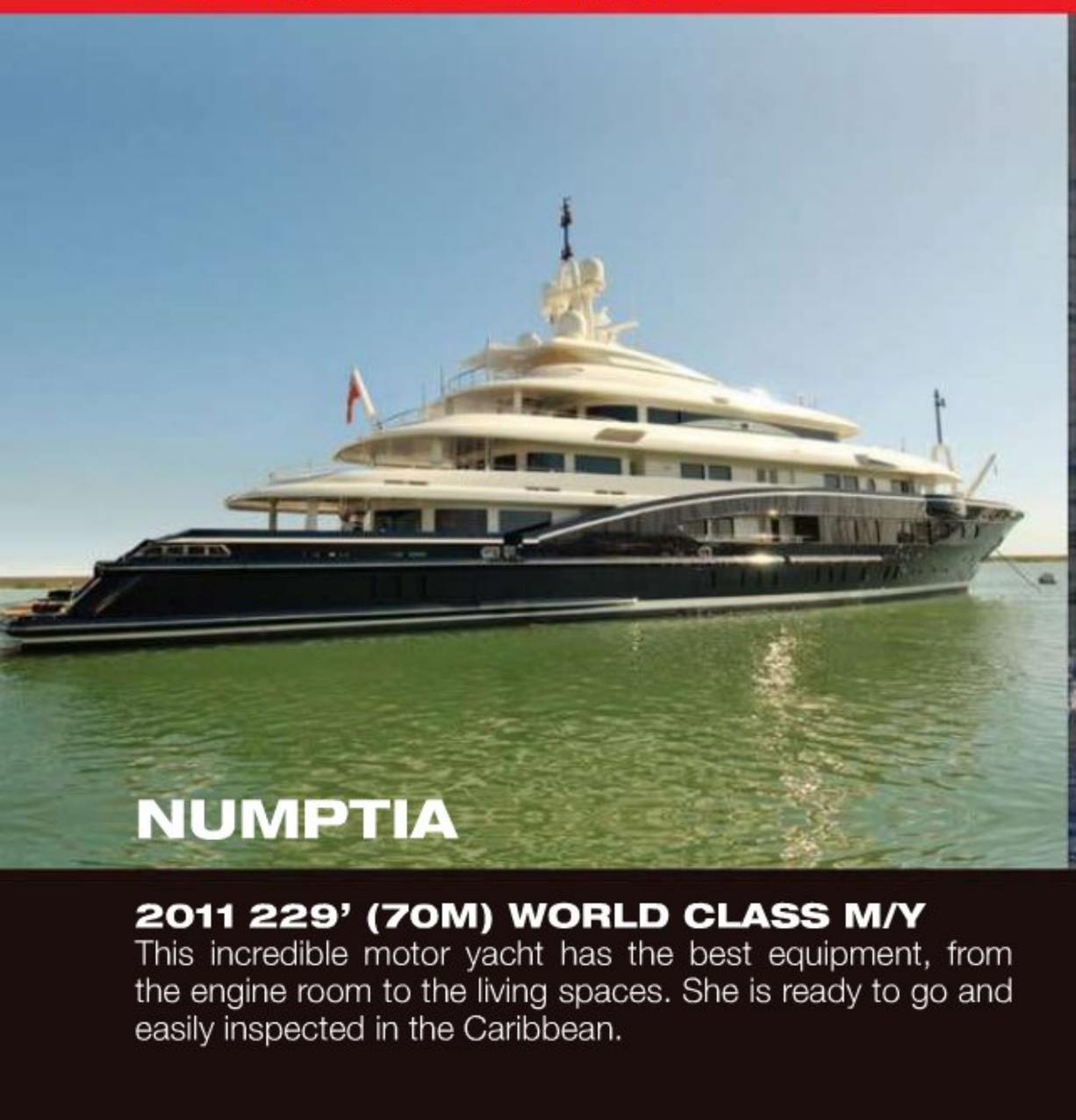


49' JEANNEAU 2005

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VF-15

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70’ CONSTELLATION YACHTS – 2011

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SORCERER II

95’ COOKSON - 1998

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For more information:

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ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006
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C1 | 29m (96') | Bloesmsma & Van Breemen | 2003/2010
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ELLE | 46m (150') | Tacoma Puglia | 1993/2008
Heavily built steel displacement yacht with massive volume and range. Full width owners stateroom on deck, 4 king staterooms below. Zero speed stabs, recent refit and super condition.
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SEVEN J's | 33m (110') | Lazzara | 2005 | 5,900,000 USD
Five stateroom layout provides guest accommodations for 12. Satin finished cherry wood joinery throughout interior. Outfitted for serious fishing and diving in luxury.
Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



FELICIA | 19m (62') | Pershing | 2006 | 1,350,000 USD
Best Pershing 62' deal in the America's. Perfectly well maintained. Reaches 48 knots with superb stability, comfort, and less fuel consumption. Low hours. MOTIVATED SELLER.
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PICOSA LADY | 22m (75') | Fleming | 2001 | POA
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SEA BIRD | 34m (112') | Westport | 2000/2008 | POA
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2012 90' OCEAN ALEXANDER
Newport Beach - Stock # 007



2011 85' OCEAN ALEXANDER
Newport Beach - Stock # 605



2012 65' OCEAN ALEXANDER
Ft. Lauderdale/Newport Beach - Stock # 104/105



2012 85'E OCEAN ALEXANDER
Ft. Lauderdale - Stock # E05



2012 82' OCEAN ALEXANDER
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2012 78' OCEAN ALEXANDER
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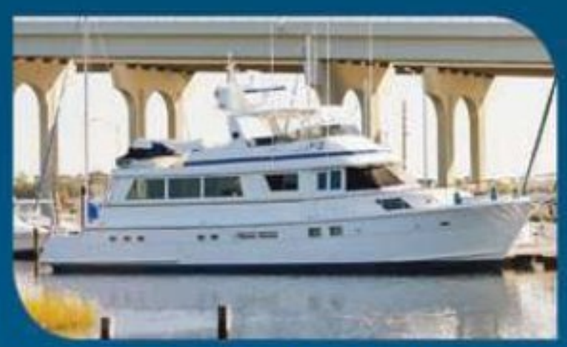
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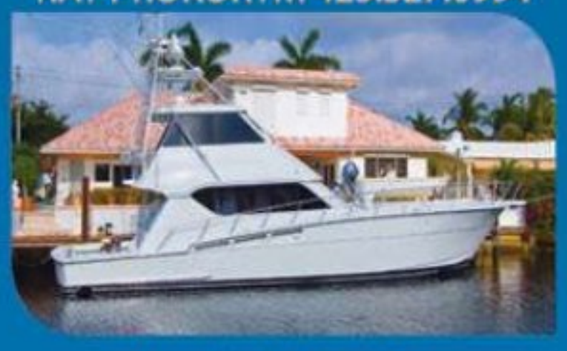
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2006 64' OCEAN ALEXANDER
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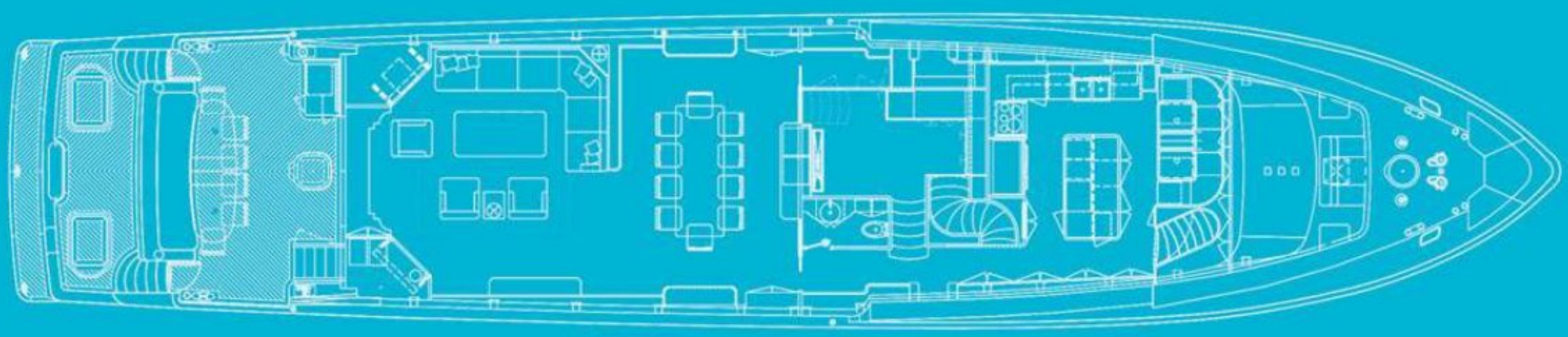
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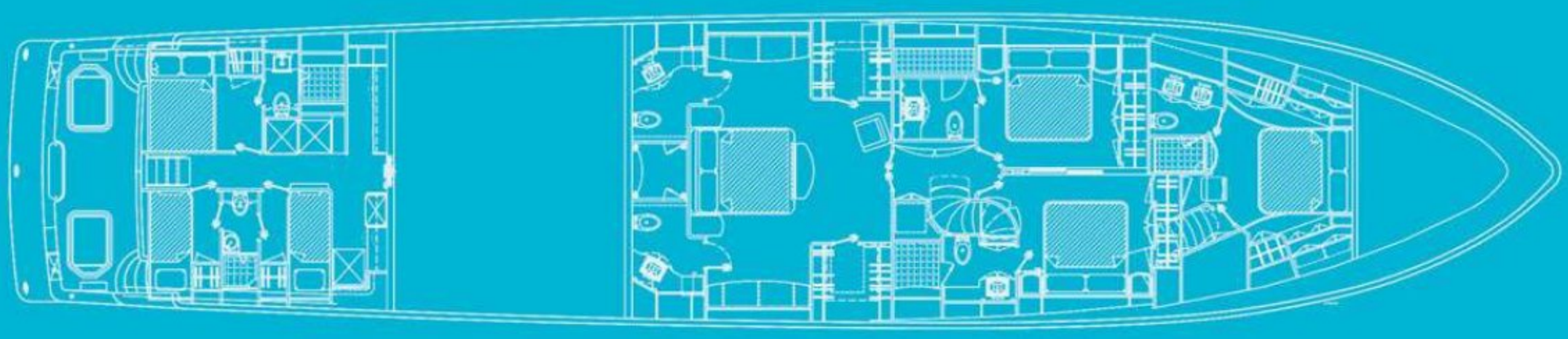
VISIT HARGRAVE AT THE PALM BEACH INTERNATIONAL BOAT SHOW MARCH 22-25, 2012



The All New 114' 2012/2013 Hargrave Raised Pilothouse Cockpit Yacht

When Jack Sarin agreed to create a brand new hull platform for this design he asked what our objective was and our short answer was to be "The Very Best" when compared to all competitors. He fine tuned our hull for maximum speed, stability, and soft ride while showcasing the exciting performance of the new 1900 hp Caterpillar C-32 Acert engines. We even managed to add a 6' cockpit with live-well to a floorplan that includes four king size suites, a huge bridge with 50% more seating, plus sit down dining for 20 in two locations. This is a trans-Atlantic yacht with a high end Hargrave interior. They don't get any better than this.





If you build a Hargrave it will change your life. We guarantee it!

If you ask any Hargrave owner they will tell you that building their custom yacht was a once in a lifetime experience for them. In fact, over 50% of our owners returned to build more than one Hargrave. Over the past twelve years Hargrave has perfected a management and production system that removes the risk and uncertainty historically associated with custom building and allows our Hargrave owners to enjoy the incredible sense of satisfaction that comes from a creative project like this. When you look at our program, our competitive pricing, our special terms, and then look at the finished product and you will agree that building your own custom Hargrave may be your best option. For more information go to our new boat web site - www.hargravecustomyachts.com.

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125' Hargrave RPH – 2012
New Boat – $14,300,000



114' Hargrave – 2009
Sea Legend – $6,500,000



101' Hargrave – 2010
SeaVenture – $7,200,000



98' Hargrave – 2008
Tigers Eye – $5,450,000



97' Hargrave – 2005
GiGi – $3,900,000



97' Hargrave – 2006/2010
Hooter Patrol IV – ~~$4,500,000~~ NOW $3,900,000



96' Hargrave – 2004/2010
Maryclare – $3,495,000



96' Hargrave – 2005
Bamboleo – ~~$3,850,000~~ NOW $3,650,000



90' Hargrave – 2009
My Lady M – ~~$ 5,877,000~~ Now $4,995,000



90' Hargrave – 2005
Dani – $4,000,000



78' Hargrave – 2007
Goose Bumps – ~~$2,975,000~~ NOW $2,675,000



68' Viking – 1999/2007
Untamed – $749,000



66' Monte Fino – 2010
Victory II – $2,495,000



50' Mystic Power Boats – 2011
Screaming Eagle – $1,790,000



45' Hargrave – 2001
Aluminum Battlewagon – ~~$474,000~~ NOW $449,500



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2006 HINCKLEY TALARIA 55 MY

THE MARY D is a classic Hinckley 55 Motor Yacht with Caterpillar C-18 engines that provide a 27 knot cruise. Spacious, comfortable and elegant. Light use and is in new condition. Located Captiva Island, Florida. $2,300,000



2002 HINCKLEY TALARIA 44 EX

RELIANCE "Impeccable" is an understatement when referring her. Hinckley care since launching, and exquisitely appointed throughout. For anyone who wants to step aboard and go. Southwest Harbor, ME $695,000



2007 HINCKLEY TALARIA 44 FLYBRIDGE

HALF TIME is a highly customized T-44 flybridge with impeccable designer fabrics and detail. Hinckley maintained and used only seasonally in the Chesapeake. She is in the water and easily shown! Portsmouth, RI $795,000



2004 HINCKLEY TALARIA 29R

STARLIGHT is a runabout with a 2008 remanufactured engine. New interior/exterior UltraLeather upholstery, new helm seats and teak decks. Just received Hinckley complete jet service, new bottom paint. Real nice T-29R, good value. Stuart, FL $215,000



2008 HINCKLEY TALARIA 29C

EAGLE is the newest, best, most optioned T29C we have built. Teak transom, teak sole, low engine hours, in fantastic shape. She represents incredible savings over a new T-29C. Southwest Harbor, ME $310,000



1983 HINCKLEY SOU'WESTER 42

There are a considerable number of sailors looking for a low priced Sou'wester 42 – JEWELL is your boat! She is clean, well appointed and a terrific deal. She is well equipped, is being used often and is ready to be sold. Virgin Gorda, BVI $235,000



1990 HINCKLEY SOU'WESTER 51 CC

EQUANIMITY is a center cockpit stoway yawl. Beautiful quarter-sliced White Ash finished 2-cabin/2-head interior. Watermaker, washer/dryer. Wonderful condition inside/out. Terrific value for a 1990 Hinckley. Southwest Harbor, ME $475,000



1992 HINCKLEY SOU'WESTER 52

DIANA is a highly customized, one owner 52. Hinckley maintained, 2 reverse-cycle AC systems, water maker, electric winches, teak galley countertops, 10-seat salon table, 6'6" headroom, raised cockpit bridgedeck, custom storage cradle. Turn key. Stuart, FL $599,000

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TRIPP 60. Elegant, stylish, stable, fast, quality yacht from pedigree designer Bill Tripp. Lifting keel for access to shallow waters. Three staterooms; two heads. Gorgeous cabinetry. Short handed cruising design with innovations galore. Professionally maintained. Located RI.



LITTLE HARBOR 52. Shoal draft (5'3") Ted Hood design. Three stateroom layout with centerline berth aft. Light open interior finished in bleached varnished teak. Stoway rig for ease of sailing. Proven performance as a Bermuda Race winner. Superb condition.



HINCKLEY 70. Bruce King designed Sou'Wester Sloop. Majestic lines and beautifully finished with varnished maple interior. Carbon fiber Stoway rig adds extra performance. Maintained to the highest level. Located Rhode Island



60' HOOD/LYMAN MORSE. Magnificent Ted Hood shoal draft design. Top quality custom Lyman Morse construction. Powerful Carbon Fiber rig. 3 staterooms. Herreshoff style interior. Located Rhode Island.



HINCKLEY 59. Four available at our location. Highly rated quality shoal draft cruising yachts with excellent sailing performance. 3 stateroom; 3 head layouts. Roller furling sails, power winches, generator, air. All in well maintained condition and priced to sell. From $495,000 Ask.



LITTLE HARBOR 46. Popular Ted Hood 46' center cockpit shoal draft cruising boat with comfortable two stateroom, queen size aft cabin layout. Easy to sail with electric Stoway rig and power winches. Located Rhode Island. Price reduced to $349,000.



TALARIA 55. Custom 2005 Hinckley. One of the finest 55s – the queen of the Hinckley fleet. Spectacular, recently painted blue hull. Ready for provisions and your cruising plans. Two staterooms. Sumptuous interior. 1320 Mans (40 knot speeds).



LITTLE HARBOR 44. Performance oriented aft cockpit shoal draft Ted Hood design. Includes in mast furling, new Awlgrip, low engine hours, no teak decks, and Herreshoff interior. Located Rhode Island. Four available in New England.



SNUG HARBOR 50. Custom New England style motoryacht finished in 2009. Twin 800 HP Mann Diesels with Rolls Royce Jet drives. A stylish, comfortable family cruising yacht equipped with nothing but the best and latest gear. Located Portsmouth, RI.



EASTBAY 49 HX. Hunt design by Grand Banks. '02 model, 660 HP Cats with 440 hours. Immaculate condition. Always maintained and stored indoors at Hinckley, Portsmouth, Includes Bow Thruster, Hydraulic Diving Platform, New Electronics, Sat TV, and much more. Asking $525,000. Located RI.



SYMBOL 47 MK II. Almost new 2007 trawler with C12 CAT, generator, air conditioning, wing engine, stabilizers, bow and stern thrusters. Two staterooms, two heads. Lovely flying bridge, in outstanding condition, sail away now. Tremendous opportunity. Located RI.

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2008 Hargrave 98 Skylounge
Exquisite 4 S/R cherry interior. Great condition.



Burger 82 Cockpit MY with bridge
Classic w/ bridge & large aft deck.



49 Alden 2005 Saloon Express
Like new, customized. Many options.



70 Hylas 2008
Superb condition. Exceptional equipment.



60 Trehard
4 S/R. Strong offshore cutter w/shoal keel.



56 Taswell 2001
Exceptional quality and condition.



78 Alden/PJ Ketch
Superior construction and design.



64 Tayana 2005 and 65 Tayana 1990
Strong bluewater designs. 65 $399,000.



Deerfoot 62
Fast, shorthanded passagemaker.



60 Sundeer 1995
Fast passagemaker. Many options.



58 Taswell 2003 RS
Spacious varnished teak interior.



55 Tayana 1984
Great liveaboard, value at $285,000.



54 Hylas (4 available) 1998-2009
Quality Build Frers designs.



43, 50 & 52 Shannon
Classic offshore designs.



2003 Island Packet 485
Best priced at $540,000.



Oyster 485
Immaculate. Exquisite interior. Gen & AC.



49 Hylas (2 Available)
Quality offshore center cockpits.



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78 AZIMUT 2012



72S AZIMUT 2011



58 AZIMUT 2012

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72' HATTERAS MOTORYACHT
NEW TO THE MARKET. COMPLETELY CUSTOM AND THE NICEST 72 ON THE MARKET. CONTACT JAMES CORTS AT 239-253-2984 JAMES.CORTS@MARINEMAX.COM.



68' FERRETTI 2008
TWIN 1300 MAN'S, KOHLER GENERATORS, MITSUBISHI ANTI ROLLING GYROS, SIMRAD ELECTRONICS, 3 SRS, TEAK KITCHEN & CUSTOM FABRICS THROUGHOUT. #77625 CONTACT JAMES CORTS AT 239-253-2984. JAMES.CORTS@MARINEMAX.COM



63' HATTERAS 2002
SPOTLESS! 910 HRS ON CAT 3412 E. LIVED MOST OF HER LIFE IN FRESH WATER & JUST RECENTLY BROUGHT TO FLORIDA & NOW AVAILABLE FOR SALE. #95622 CONTACT JAMES CORTS AT 239-253-2984 JAMES.CORTS@MARINEMAX.COM



62' AZIMUT 62S 2007
THE 62S IS FOR PEOPLE THAT LOVE PERFORMANCE & COMFORT WITH THE SAME INTENSITY. CAT C-18'S, MANY UPGRADED OPTIONS. #96184 CONTACT JAMES CORTS AT 239-253-2984. JAMES.CORTS@MARINEMAX.COM



62' AZIMUT 62 S 2010
C-18 CATS, 225 HRS. RAYMARINE ELECTS, CREW CABIN, 3RD CABIN LAYOUT, XENTA JOY STICK CONTROL. TEAK DECK, HYD GANGWAY, UNDERWATER LIGHTS, ELEC WINCHES & SWIM PLATFORM. #100753. MIKE DOYLE 954-553-0004, MIKE.DOYLE@MARINEMAX.COM



"ATTITUDE" SEA RAY 580 SEDAN BRIDGE 2007
900 MANS. LOADED, TEAK COCKPIT, DSS, BOW & STERN THRUSTERS, HYDRAULIC LIFT. LIKE NEW NOVURANIA TENDER W/ YAHAMA 4 STROKE. REDUCED TO $799K. #99881. CONTACT MIKE DOYLE 954-553-0004, MIKE.DOYLE@MARINEMAX.COM



58' SEA RAY SEDAN BRIDGE 2007
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55' SEA RAY SUNDANCER 2003
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48' SEA RAY SUNDANCER 2008
ORIGINAL OWNER,ONLY 315 HOURS. BALANCE OF 6 YEAR EXT. WARRANTY GOOD TILL 2013 HARDTOP W/ A/C, BOW THRUSTER, TEAK DECKING, SAT TV. #99180. CONTACT MIKE DOYLE 954-553-0004, MIKE.DOYLE@MARINEMAX.COM

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97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at $2,850,000 ask. Call Paul Baker, Central Agent.



87' JOHNSON FBMY 2005

Customized 4 stateroom layout loaded with options; C-32 CATS with warranties until 2014, tender garage with 13' RIB tender leaves the flybridge open for high style entertaining. Great Lakes capable with hydraulic hard top. Very attractive price. South Florida location. Call Jeff Stanley, Central Agent.



74' STEPHENS CUSTOM MOTORYACHT 1982

Maintained to perfection. Often referred to as a west coast Burger. Truly a gentleman's yacht in the finest tradition. T/dependable 12V71TI's provide comfortable 17 knot cruise. Updated electronics, bow thruster, stabilizers. A must see. Contact Wayne Cannava, Central Agent



70' NEPTUNUS 2008

First time offered, totally custom built, like new condition! CAT C-32 power, stabilized, air conditioned FB. Three suites plus crew for two. Speeds to 30 knots, original crew who oversaw construction are still aboard. Truly a must see vessel. Contact Jeff Stanley, Central Agent.



72' DONZI SPORTFISHERMAN 1995

Best described as a "battlewagon", the 72 Donzi will get you there in comfort! Long range 3,000 gall fuel tanks, twin 16V92 Detroit Diesels. 3 ensuite cabins + crew for 2. Huge FB with all amenities and dumbwaiter! Great condition, captain maintained. Contact Jeff Stanley.



63' HATTERAS MOTOR YACHT 2003

CAT 3412s with 1200 hours, great electronics. Three stateroom/ three head layout. Satin Makore interior. Professional care since new. Annual maintenance completed – survey ready. Owner will consider real estate trades! Contact John Noone, Central Agent.



55' SEA RAY SEDAN BRIDGE 1997

Custom layout with office, T/3196 CAT's low hours, updated dark hardwood flooring throughout. Raymarine electronics package, bow thruster. Best layout in this style of motoryacht. Owner extremely motivated. Contact Central Agent, Wayne Cannava.



NEPTUNUS CRUISERS

1999 54' with 800 hp CATs, 2 full staterooms, many upgrades, FAST! 2006 55' Cabriolet model with 825 hp MTUs and only 240 total hours, inside stored, like new. Other 54's from $269K! Contact Jeff Stanley, Central Agent.



52' BLUEWATER MOTORYACHT 2005

One of the most loaded Bluewaters ever built. 370 hp Cummins diesels, low hours. She has full flybridge and aft deck hardtops, great electronics package, hydraulic swim platform. Contact Central Agent, Jim Mckee.



50' VIKING CONVERTIBLE 1999

Here is a well priced, three stateroom convertible which has capability to cruise at 30 knots. Fully painted, teak custom chairs, Amtico flooring & watermaker. This could be the best deal available. Asking $399,000. Contact Edison Irvine, Central Agent.



45' SEA RAY SUNDANCER 1996

Exceptionally clean boat that has lived half its life in fresh water. CAT diesel powered with upgraded canvas package, offered by a realistic seller . A turn-key opportunity. Asking $129,000, contact Greg Read, Central Agent.



43' TIARA SOVRAN 2007

Maintained to perfection. Twin/IPS 600 w/joystick and 495 hrs. (2) stateroom (2) head layout, traditional teak interior, complete Raymarine electronics package. Air conditioned helm. Priced to sell $388,500. Contact Wayne Cannava, Central Agent.



37' BOSTON WHALER 2011

Best described as brand-new. Under 40 hours on triple 300 hp Verados with extended warranties. Sunshade, generator, air, double berth. Every option! Inside stored. Trade down to 32' Whaler. Contact Jeff Stanley, Central Agent

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INNISFAIL 92' 1939 Trumpy

Innisfail is one of a few remaining pre war "Grande" Mathis Trumpy motor yachts. She has been painstakingly refitted by her present owner over the past five years and in January 2012 she underwent a new inclining test for the USCG to recertify her for 70+ passengers for hire. She represents the golden age of U.S. yachting and has been host to 5 U.S. Presidents, dignitaries and foreign heads of state during her career. Innisfail offers 3 owners ensuite staterooms, plus crew quarters for 6. Her new on deck galley will facilitate family usage or will accommodate large corporate entertaining. Engines are twin GM diesels with twin generators. State of the art electronics and navigational aids have been installed during her refurbishment. Innisfail has been maintained in beautiful condition and is an American yachting icon. She is available at a fraction of her replacement cost and well below the owner's investment.

To see more please visit: www.yachtinnisfail.com









EMPRESS 58' 1947 Consolidated

This remarkable vessel has enjoyed only 3 owners since being commissioned in 1947. She has always been professionally maintained with a crew of 1 or 2. She underwent a refit in excess of 1 million in 2000 at Derecktor's Shipyard in Mamaroneck, NY. She has had a new bottom, rewired, replumbed, new engines, generators, pumps, compressors, etc. All electronics and aids to navigation have been replaced or updated. Brightwork recently revarnished. Hull is repainted annually. The detail incorporated into this yacht is exquisite. She is a classic which has defied time and has many years left with the proper care. EMPRESS is being offered at a fraction of her replacement cost, and is available for immediate use.

Contact Central Agent Joe Bartram: Office: (954) 779-7377, Cell (954) 328-7500, email: jbbartjr@bartbrak.com

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WALCZAK YACHT BROKERAGE



"IMAGINE"
2006 68' SYMBOL CUSTOM PILOT HOUSE.

T/C-18 Cats 1,070 hours hydraulic bow & stern thrusters stabilized, captain quarters, F/B hardtop and bar, on deck powder room, Bargain priced at $995,000.











"WINDERMERE" 1989-2012 54' MASON TA-SHING CRUISING YACHT. New bow thruster, all new electronics just installed, recently surveyed and serviced. Owners health issues create immediate opportunity. En route Annapolis



2003 53' GOZZARD CANADA SEMI-CUSTOM OUTSTANDING PILOTHOUSE CRUISER. T/Cummins, stabilized, beautiful fit and finish. En route Annapolis



2004 47' NORDHAVN F/B with Hydraulic bow thruster, 24vt stern thruster, stabilized only 1300 hours, Annapolis Now $775,000.



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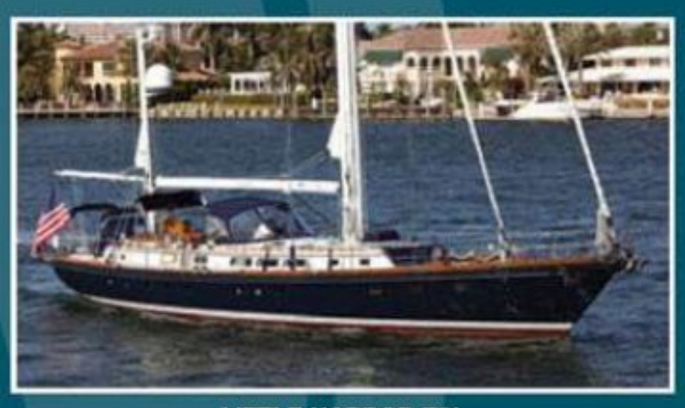
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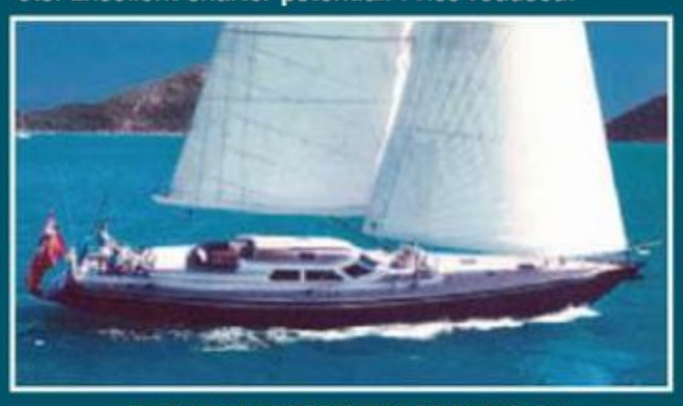
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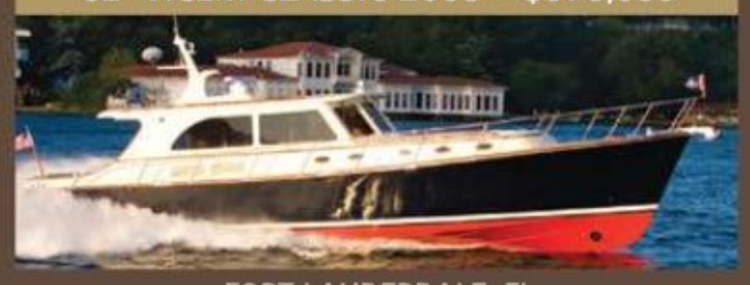
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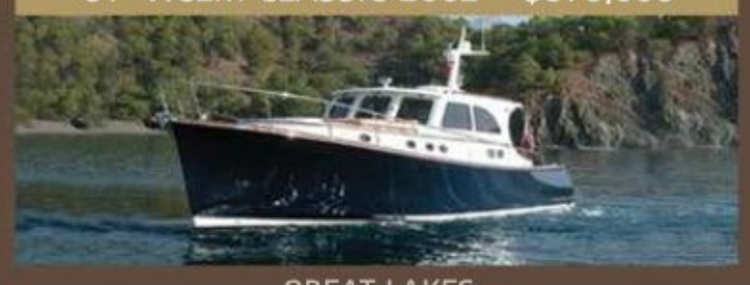
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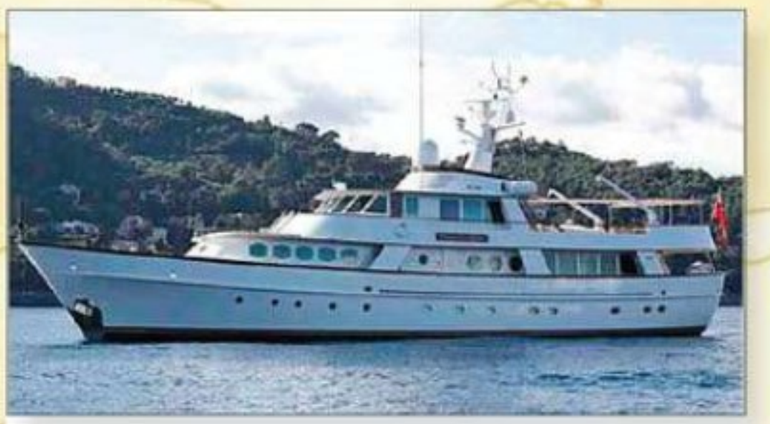
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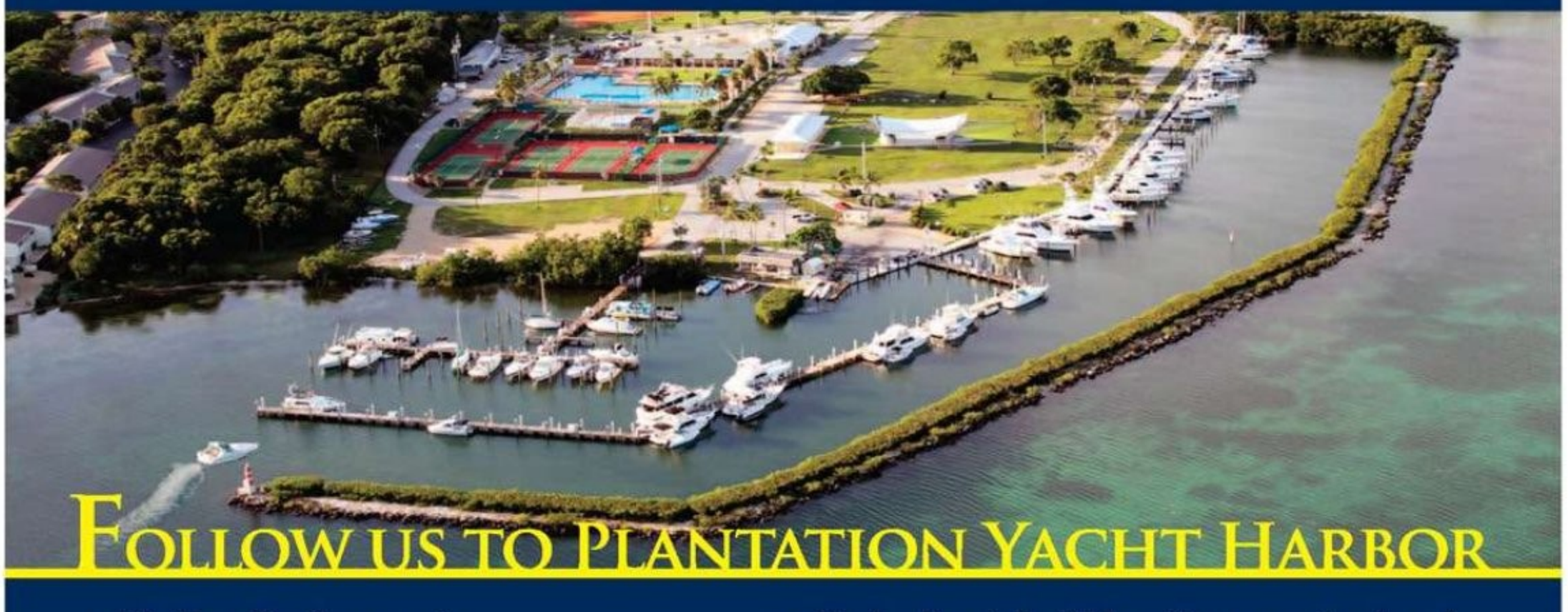
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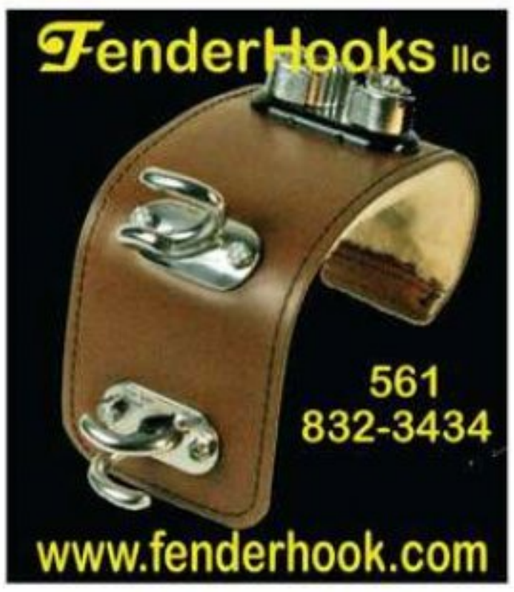
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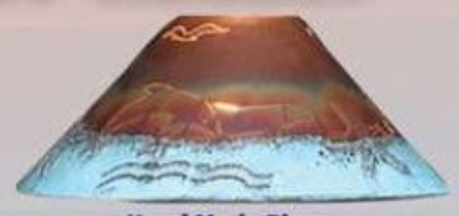


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Blow Hard ... Please!

Hopes of wind, wine and anonymity.

By Jay Coyle

In the fall, when most yachtsmen huddle by the fire reading YACHTING, our editor George Sass Jr. dons a survival suit and shepherds some wind-beaten, salt-soured sled to the Caribbean. Sass is actually fond of herding cash-starved canvas cadavers south, so when he suggested a "simple sail" around Newport aboard something called *AO*, I was suspicious. "She's a great little boat," he crooned as he reflected on her over a cheap pinot grigio at the Clarke Cooke House bar.

I did not feel so adventurous the next morning, but Sass explained that *AO* was the pride of our sister magazine *Cruising World*. Ahh, who could possibly be better qualified to care for a sailing yacht than the salt-seasoned experts who pen a periodical on serious sailing? Sass assured me that there would be cold Heineken on board and that our capable managing editor, Chris White, would act as able-bodied seaman. "You need to get a feel for Newport's yachting culture," insisted Sass.

As we boarded the launch I suggested that there must certainly be something in the air that causes local sailors to unleash their billfolds and lavish their yachts with loving care — I was anxious to see *AO*. Sass appeared uncomfortable and mumbled something about the high cost of yacht maintenance. His mention of *AO* as our destination to the launch's young skipper yielded a smirk. As we weaved among a forest of bright masts, the bouquet of fresh paint and varnish was suddenly smothered by the sour smell of a vessel in physical distress. *AO*? Oh, no!

Exactly what color *AO*'s fiberglass hull had once been is a mystery, because for years her only protection from the sun had been a slathering of guano applied by a flock of seagulls residing in the remains of her rigging. As the launch pulled alongside even Sass appeared to reflect on the wisdom of our outing. He followed White over the rail with his YACHTING cap hidden, in shame, beneath his arm. In Newport neglecting a yacht is considered the moral equivalent of a Health and Human Services violation. "Been a while since the gang at *Cruising World* has been cruising, huh?" I smugly suggested as I scraped a clearing to avoid soiling the Nantucket-red shorts I had purchased for the occasion.

"She's a bit worse than last season," confessed Sass. No doubt! Some years back the 27-footer had been repossessed by *Cruising World* as settlement for an outstanding bill and named after a column that once appeared in the magazine — Another Opinion. "Did the column die of embarrassment?" I wondered aloud. With the remains of her sails aloft, Sass tacked through the fleet and out of the harbor. Sailing with a cold beer in hand, I almost forgot *AO*'s sad state, until I noticed other yachtsmen offering her a wide berth — as though her disease might be contagious.

Then the Heineken and the breeze ran out. We first took to the challenge like men and fussed with trimming the tattered sail. As the sun sank lower I noted that the tide was taking us in the wrong direction — away from the bar. "Why not start the engine?" I suggested. "What engine?" grunted Sass. We were now in distress as we approached cocktail hour and the rocks at Castle Hill. Sass pumped the tiller and White worked the remains of a plastic paddle excavated from the debris-filled cabin. "Look at the bright side," I suggested. "If we pile up on the rocks at Castle Hill, *AO* would be free of her misery and we could toast her passing at the five-star bar steps away at the inn." Inspired, Sass, White and the wind rose to the challenge and we made it back to town to share a bottle of wine. A proper pairing with *AO* — musty, cheap and with a complicated finish! ❑



STEVE HAEFELE

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